

MOTOR AGE

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THE MAKING OF A SPEED KING

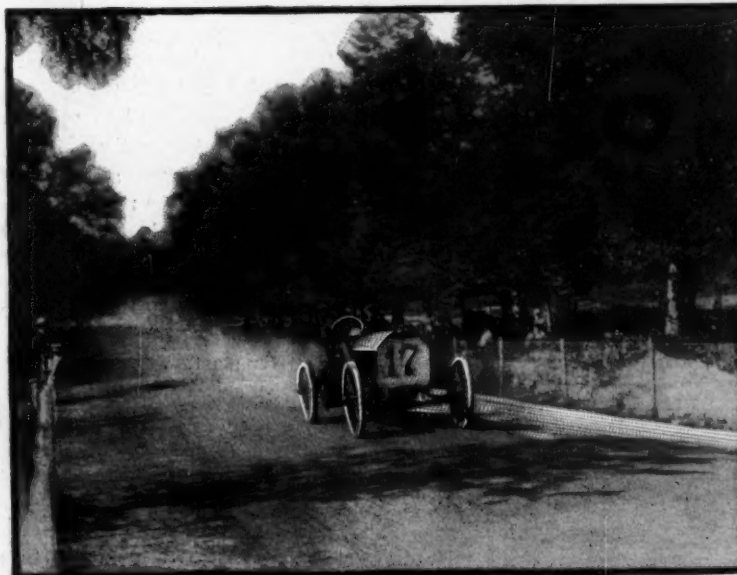
HUGGED close about by eager votaries and by strenuous partisans of his contestants; heralded by a blare of military trumpets; under the blue of German skies and a smiling international sun; watched by Emperor and kaiser—the fat, good natured, 220-pound, 25-year-old Thery, favorite of France and all but favorite of the wise ones of the whole motor racing world, watched from his seat in the long, low Richard-Brasier the erratic arm of the rattled Baron von Molitor—who, overzealous in his task of waving the flag that sent man after man up the incline toward Saalburg castle, waved it almost with the regularity of a pendulum to the confusion of

past the same stand, past the same royal box, and had given the same salute. Edge had also gone; Edge of England, chief exponent of the Napier and once the winner of the cup. Werner had gone, one of the eight all bent on showing that a Mercedes from Germany, Austria or from Italy is still a Mercedes and true; and Lancia of Italy, another ally of the house of Jellineck, had gone.

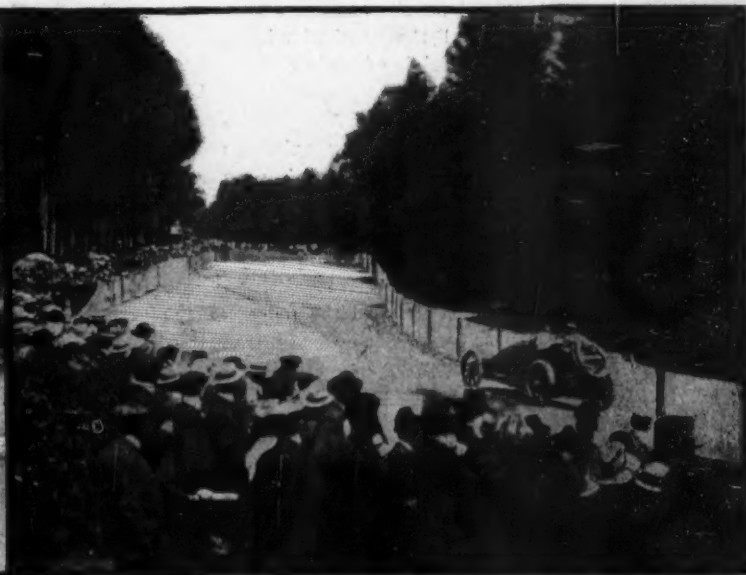
How fast they had gone he knew not; probably as fast as he had gone; and probably as fast as he was going others from the rear were hurrying, 7 minutes apart, after him; trying to catch him, to pass him, to beat him, to wrest from him whatever chance he had of carrying the tri-colors of France to that cup before the colors of any other nation were wrapped around it.

Crouched at his side his mechanic watched and waited and kept an eager ear upon the thunder of the motor and the purring of the machinery.

The race was on and he was in it—in it to catch that gaunt Belgian, who had, for days and weeks and months, piloted the German standard



CAGNO, FIAT, APPROACHING SAALBURG



HAUTVAST, PIPE, ON HIS LAST ROUND

himself, starters and officials—and at 28 minutes 2 seconds after 7 o'clock received the signal, threw in an expectant clutch and sailed in 10 seconds up the long 200-meter slope to the bridge which marked the extremity of the grand stand and led out onto the open road of the race course—the course over which four others had already fled and over which thirteen more would follow, each speeding to claim the greatest prize in motordom—the James Gordon Bennett trophy.

No easy work was ahead of this young giant, who, in flying past the double grand stand filled with enthusiasts from the four corners of creation and given unusual prestige by the presence of the emperor and empress of United Germany, waved his hand in salute to those in the royal box and with quickly accelerated pace dashed on and into the real fray in earnest.

Twenty-eight minutes 2 seconds before, the angular, loosely-whiskered Belgian who had brought the cup to Germany from Ireland, had swept

bearer over that same road until its every turn and rise and ridge and hollow was as familiar to him as a well learned lesson could be.

Never had this automobilist of 5 years of racing experience been given so auspicious a start; never had any of the eighteen racing stars been sent away in such glorious fashion.



THE TIMEKEEPERS AT SAALBURG



WEIGHING IN THE CARS

True, those among them who had taken part in the ill-fated Paris-Madrid race of last year had plowed their way at early morn through close banks of excited French men, women and children of a number never before or again gathered at the starting point of a race. But even that tumultuous beginning of a disastrously ended highway battle royal could not compare in genuine pretense to the orderly enthusiasm of the starting of the James Gordon Bennett cup race over the Taunus course in Germany, June 17.

On the heights of Saalburg was placed the double grand stand which lined the road on each side, its sections coupled by a high bridge over the course. In the center of the east stand was the royal box. Here, in the red uniform of the Hussars, the German emperor stood beside the German empress, and with the keen enthusiasm of a true partisan watched the cars sweep by, and figured on the chances of the three that represented the fatherland. Around him were grouped officials of state and of automobilism, and then the cosmopolitan gathering.

Down the incline the actual starting point had been established, that the cars in being sent away might gather speed by the time they passed the grand stand, and hence might, right at the beginning, give the spectators an opportunity to judge of their respective gaits. Inside the rustic fence which enclosed the racing highway, were the favored ones, who, as officials, personages of consequence or utterers-in, were privileged to press close upon the starting speed merchants. Prince Henry, brother of the emperor and one of the most enthusiastic automobilists in the whole of Europe, had disregarded the royal box and was among those who had gathered at the actual starting line.

It was an early-bird occasion in every respect, and the earliest bird was Jenatzy, the favorite. At 5:33 he appeared upon the scene, ready and anxious to get away upon his journey, which, to him, was so sure to be a victorious one. The officials, the press, the public, and even royalty, followed close upon his heels from fair Homburg.

These early morning pilgrims to the firing line had left a place that was rigged in a gala dress quite unusual for a German town, even though it were a summer resort; for Homburg had put on the airs of a metropolis and the frills of a carnival. Wherever there was a chance for a flag the flag was there, and wherever there was a chance for a man to take part in some motoring incident the man

was there. Homburg felt itself to be the center of the world's automobilism. And it was.

Hardly had the long trained, confident, energetic Jenatzy arrived when the officials appeared and then soon after, about 6 o'clock, the spectators began to sprinkle and then to pour into the grand stand.

At about 6:15 the emperor entered the royal box and the whole place became a big cheer. It made a hit, this royal patronage of the sport of motor racing. At 10 minutes to 7 the empress appeared.

During the last hour before the time of starting the contestants arrived one by one. None was taking chances of being late. Only Dufaux, the lone representative of Switzerland, failed to appear. It was known that he was out of it on account of the breaking of his steering wheel post the day before, at the weighing-in. Dufaux claimed a malicious filing of the post almost to breaking point, and a committee was appointed to investigate this charge of deplorable unfairness.



READY TO START JENATZY

There was no delay. Promptly at 7 o'clock Jenatzy was sent away, and then they went, one by one, per the original schedule. As each car began its journey a great blowing of trumpets announced to those in the grand stand that it was on its way, and between the passing of the cars two bands of real German military excellence alternated in keeping the enthusiasm of the occasion at high pitch.

Of all the starters Baron de Caters, driving a Mercedes for Germany, was the only one to

COOLING SALLERON'S TIRES WITH WET CLOTHS IN A CONTROL



EDGE IN TROUBLE IN A CONTROL



ATTACHING THE SEALS TO A CAR

experience trouble in starting. His engine was mis-firing badly and he pulled up for 14 minutes just after crossing the line. Some one said that the trouble was due to defective ignition and others that it was due to carburation difficulties.

The order of starting was Jenatzy, Mercedes, Germany; Edge, Napier, England; Werner, Mercedes, Austria; Lancia, Fiat, Italy; Thery, Richard-Brasier, France; de Crawhez, Pipe, Belgium; de Caters, Mercedes, Germany; Girling, Wolseley, England; Braun, Mercedes, Austria; Storero, Fiat, Italy; Salleron, Mors, France; Augieres, Pipe, Belgium; Opel, Darracq, Germany; Jarrott, Wolseley, England; Warden, Mercedes, Austria; Cagno, Fiat, Italy; Rougier, Turcat-Mery, France; Hautvast, Pipe, Belgium.

When Thery flew from sight over the knoll just after the passing of the grand stand, he lit down the wide angling and curving road toward Usingen, riding his own race, unfamiliar with what the others were doing ahead. A stop of 5 minutes in the control at Usingen and then he was on to Weilburg; where he was again forced to follow a bicycle pace through the neutralized section and this time to spend 7 minutes before being allowed to proceed.

Once more striking out over the old Napoleonic highway the Frenchman at last made connection with the rest of the race, for before Limburg was reached he had caught and passed another flying specter. Hasty conversation during the 10-minute stop at Limburg, informed him that the one he had passed was Lancia, the first of the Italians and the driver preceding him at the start. Jenatzy, Edge and Werner were still safely ahead, but so far as he could learn he was even with the best of them in time, if not ahead.

On he went, through Idstein, Esch, Koenigstein, Oberursel and Homburg, spending in each from 5 to 8 minutes of forced waiting. He drove steadily after the leaders and before Homburg was sighted had passed a Mercedes, one of the Austrian breed, that driven by Werner. Only Edge and Jenatzy were ahead now and it was a sure thing that he was even with or ahead of them in time, and well in the running to win the race, unless some of those behind were, unknown to him, pressing him harder than he was pressing the Englishman and the flying Belgian who was trying so hard to keep the cup for Germany. He was, at least, assured of a first-class chance, and his car seemed equally confident.

Then into the last short stretch of the first lap he swung, and rushed for Saalburg. A blare of trumpets and a hurrah, in which French voices spoke loudest, and he was once again started on the circuit. Had he stopped

a moment he would have seen his name hoisted to the huge score board on the bridge and opposite it the time which declared him but 1 second behind Jenatzy. The information was reserved, however, until he again reached the Usingen control. Then he felt assured of his chance to win and swept into the further conflict sure of himself and sure of his machine, and with his little quiet mechanic equally sure of the whole trio.

Now he was in the race in reality, for the course was strung with eighteen cars spaced all manner of degrees apart. There was no head nor tail to it. He was racing; rushing onward to beat Jenatzy.

At each control were further assurances that the race was between the two, and now the news was that he was seconds, and then minutes, ahead of the Belgian. The others were gradually slipping backward. It was for

to the race, must have told, for he was not in the fast brigade. Next was Braun and then Storero. De Crawhez on a Pipe drove by leisurely, and after him came Jarrott with a rush and a wave of the hand. Augieres, Hautvast and Rougier brought up the rear of the first round.

Fritz Opel had passed out of the race at Usingen, with a broken propeller shaft, thus putting a consistent finishing-touch to the career of French, English and German Darracqs in international cup racing.

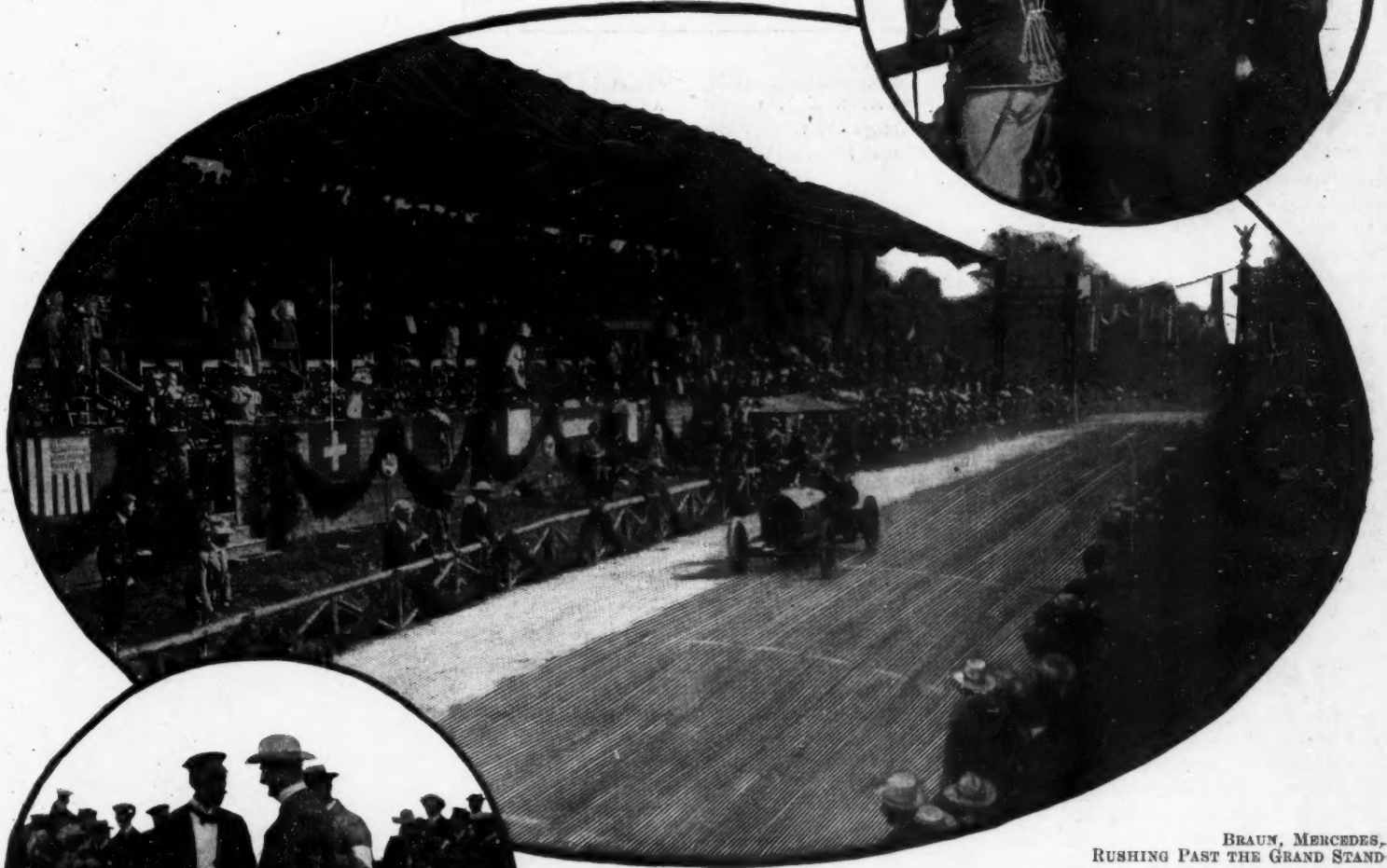
Positions had not changed much in the round but time had been lost and gained and the fastest and slowest contestants were 1 hour 1 minute 37 seconds apart in net time taken to cover the course, de Crawhez being the slowest.

According to net time at the end of

ahead of the race, having covered the second lap several seconds faster than he did the first, whereas Jenatzy had lost about 2 minutes on the second round.

Another weak one, Augieres, dropped out in this circuit, leaving sixteen contestants as finishers of the round, in times varying from

THE GERMAN EMPEROR WATCHING THE RACE



BRAUN, MERCEDES, RUSHING PAST THE GRAND STAND



PRINCE HENRY TELLS A JOKE

There a case of on, on, on at the same gait. The gait was fast enough to win.

Werner had completed the first lap after Thery, and then came Lancia. Next was Sidney Girley on one of the English Wo'selevs, and then the popular de Caters. It was after 11:30 when Salleron on his Mors swept by the stand. His lack of knowledge of the course, which, it is said, he had never covered previous

the first lap, the order of the contestants as shown by the score board were Jenatzy, Thery, Edge, Girling, Jarrott, Salleron, Cagno, de Caters, Hautvast, Lancia, Braun, Werner, Rougier, Warden, Augieres, de Crawhez.

In the second round, while Thery was making his consistent run to catch up on Jenatzy, the latter came near to having a fatal accident. At a grade railway crossing near Wehrheim he encountered a train standing directly across the road. But for his quick action in slowing down, and the engineer's equally resourceful move in pulling out of the way, a collision would have transpired.

At 15 minutes after 12 Thery, for the second time, rushed up the summit of Saalburg and this time there was none ahead of him in road position but Jenatzy, both Edge and Werner having been passed; and none ahead of him in net time, for he was now over 2 minutes

1:26:46 to 2:36:08. The order, according to total net time for the two laps, was Thery, Jenatzy, Girling, Cagno, Jarrott, de Caters, Lancia, Storero, Braun, Salleron, Hautvast, Rougier, Werner, Warden, Edge, de Crawhez.

The third round repeated the second, Thery not only staying ahead, but gaining about 8 more minutes. Back of him the race was more unsettled, and positions, both on the road and in net time, were changed considerably, although not to the extent that they changed from the first to the second round. Warden, Storero and de Crawhez abandoned the contest, although the latter completed the round.

De Caters jumped from sixth place to third and Rougier from twelfth to fifth, while both Girling and Jarrott dropped back. The order by total net times for three rounds was Thery, Jenatzy, de Caters, Cagno, Rougier, Braun, Hautvast, Girling, Lancia, Jarrott, Salleron, Werner, Edge, de Crawhez.

In the fourth lap Thery and Jenatzy rode in



FRITZ OPEL ON THE STARTING LINE

about the same relation to each other as in the second, but both covered the distance in a few seconds less time. There was still running easily ahead, but had not actually caught Jenatzky on the road, for while at the start Jenatzky had been sent away 28 minutes before Therey, the latter was ahead of him in net time at the beginning of the fourth round by only 10 minutes.

A little after 4 o'clock the grand stand was thrilled. From Homburg, by telephone, came the word that Jenatzky had passed out of that control and was speeding toward the finish of it all—winner perhaps.

A speck, a roar, a cloud of dust and the thousands were on their feet, while hats, arms, handkerchiefs, were swung in expectant cheers. The cry went up for Jenatzky, and the air was full of German of the good, bad and indifferent kinds.

And all this was for Cagno, of Italy, finishing third round.

Then the crowd relapsed, but was soon on its feet again, and at 4:47 Jenatzky rushed by, first finisher. More "hochs" filled the air, and Germany prayed that Therey—fat, 220-pound, 25-year-old Therey—would not show up in the 20 minutes or thereabouts in which he had to make good or be beaten.

But there were not enough "hochs" in Saalburg that day, nor enough prayers, and Therey made good.

Ten minutes and a half ahead of his rival, he swept the fleur de lis to victory.

For a moment a hush, and then, quick and great, the shouts of the Frenchmen went up, being augmented by those of English, German, Austrian, Belgian and Italian. The joy was for France, but the victory was a fairly earned one and applause was due the victor.

The German emperor was among the first to appreciate the true meaning of Therey's ride, and he immediately congratulated President de Zuylen of the French club upon the eminently satisfactory way in which it had regained the cup. This stirred the already greatly moved Frenchmen, and from their lusty throats went up the cry "Vive l'Empereur," for the first time, it is said, since the Franco-Prussian war.

Count Chasseloup Loubat, Chevalier Rene de Knyff, Count Chassis de Garage and Messrs. Dumontpallier, Menier and Huillier, of the

French club, were also congratulated by the emperor, who concluded his expression of good will toward the jubilant Frenchmen by personally congratulating M. Brasier, the builder of the car.



THEREY ACCORDING TO L'AUTO'S ARTIST

Meanwhile the happy Therey was down by the road, the center of a joyous crowd of frog eaters and of enthusiasts of all countries. His



UPHILL INTO WEILBURG

was the real congratulation, despite the fact that the emperor, in congratulating France upon her victory, neglected the titleless Therey, who had won the race for the official congratulatees.

The period of exuberance was hardly over when the others began to arrive on their last round, but of course the prime interest of the event had passed, for, on account of the difference in times after the third round, it was concluded impossible for any of the other contestants to break into the winner's class.

In this last round Edge was again overtaken by hard luck, his commutator accidents in the second round, whereby he lost nearly an hour, being in this round supplemented by the breaking of the clutch ring, which put him entirely out of the race. The order of the others was not greatly changed, the most notable switch in positions being the dropping back of Cagno, whereby Rougier ran into fourth place.

The final order of the finishers according to official total net time was Therey, 5:50:03; Jenatzky, 6:01:28; de Caters, 6:46:31; Rougier, 6:47:11; Braun, 6:59:49; Hautvast, 7:02:36; Salleron, 7:15:15; Lancia, 7:17:54; Girling, 7:22:54; Cagno, 7:23:36; Werner, 7:32:14; Jarrott, 7:36:52.

Scoring the race on a basis of eighteen points for first, seventeen for second, and so on down to one for eighteenth, crediting those who dropped out with nothing, the teams of the different countries ranked by points as follows:

| | |
|---------------|----|
| France | 45 |
| Germany | 33 |
| Austria | 22 |
| Italy | 20 |
| England | 17 |
| Belgium | 13 |

THE WINNER'S STORY

"How did I win the cup? Well, that's very simple; I had an excellent car, much luck and a little coolness.

"I am 25 years old, have occupied myself with automobiles for nearly 10 years and have taken part in races for nearly 5 years. Before becoming connected with the Georges Richard-Brasier concern I was with the Deauville company for 6 years and it was there that I took my first lessons. I drove in the important events of the last few years such as the Paris-Vienna, the mile at Nice, the la



JENATZY PASSING UNDER ONE OF THE SEVERAL BRIDGES

Turbie contest, the Paris-Madrid, and others in Decauvilles. Sometimes I finished well but often had bad luck; my day had not yet come.

"It is only since the first of last November that I have been driving Richard-Brasier cars and thus had 6 months prior to the eliminating race in which to learn my machine. Having already had a long practice in driving automobiles, however, these 6 months were enough to enable me to become acquainted with my car. That is essential for a driver; if he wants to get there he must know perfectly the mechanism of his car. This quality is even more important than the ability to drive.

"A fortnight before the race, I went to Germany with Mr. Brasier, who built the car. I went over the course only four times, not many times to learn all the difficulties of the circuit, which was very dangerous for a careless and imprudent driver—nearly 100 turns per lap, and what turns! Some in the middle of a down grade and some at right angles. But, then, this could not greatly annoy an old timer who has seen worse in the Paris-Vienna and the Arlberg races. In one word, the near approach of the race did not effect me so that I lost my appetite nor did I become thinner. Just as long before the race, I weigh 220 pounds.

"At 7:28 in the morning, 28 minutes after the start of Jenatzy, M. Tampier, the time-keeper, had me started and I went away without thinking about anybody except to salute Emperor William. I thought only of one thing and that was to go faster than my

competitors, and especially faster than Jenatzy, who, I fully recognize, gave me a hard run. At the end of the first lap I was already satisfied, as I had made a dead heat with Jenatzy for the time of the lap. Owing to the elasticity of my motor I was able to gain 2 minutes during the second circuit and 10 minutes during the third. From that time on I had no more fear, and, excepting a possible accident, I considered the race as mine and became more prudent the nearer I came to the goal.

"The rest is known. I finished without an accident. When I reached the finishing line, I was acclaimed winner, carried off the course in triumph, and, according to what they say, the emperor took off his cap, which is not within the protocol. I must say that I felt very proud about this act of the German ruler.

"And there you are. I have not said very much and yet I have nothing more to tell. One more word, however. Do you know what was my strongest impression during the race? It was that of an intense thirst."

THE LOSER'S STORY

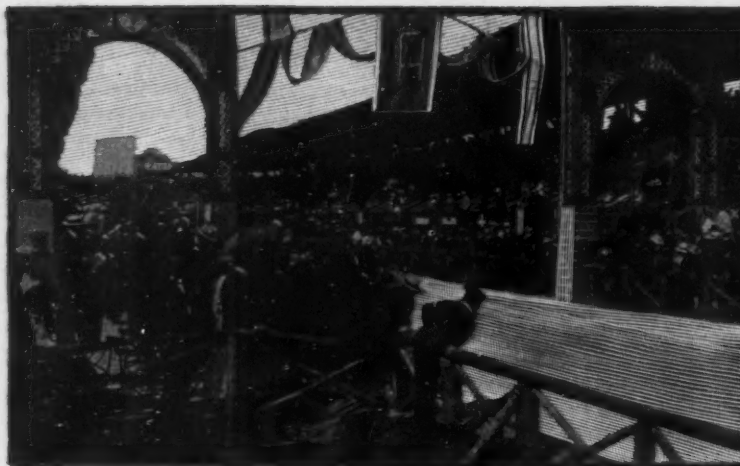
"Both Thery and I covered the route without stop, accident or tire puncture, and that means that both cars are good. The fact that the third car came in 45 minutes behind was an expected fact and before the race the opinion was that the fight would be between Thery's car and mine.

"The advantage gained by the Frenchman is due especially to my loss in time for taking

on fuel, and it happened this way—it is impossible to fill up the tank of the Mercedes car while it is going. It is necessary to relieve the air pressure to put in the gasoline and this required a stop of 2 minutes before each control.

"I gained a second over Thery in the first lap. But during the next circuit I lost much more time. My supply station was in Limburg and I had to slow up before the control was reached. The employees of the Mercedes company, who prepared the flasks containing the gasoline, thought it would be a good scheme to make a hole in the cover of each flask to let in air. My mechanic did not know this and some gasoline was spilled on the car. Being afraid that the car might take fire, the mechanic threw the flask away. Having started I passed the control. I could not go back and I took the chance of going on without a sure supply of gasoline. Between Usingen and Weilburg I ran short and lost 20 minutes in finding a supply.

"During the last lap, at the Limburg control I was told that Thery had only 2 minutes the advantage of me. I was going to take on some gasoline, but thought it over and figured that I would lose 5 minutes by doing so. So I took only one flask with me, although I had to run 80 kilometers. Bad luck once more confronted me between Esch and Koenigstein, where I had to again stop for gasoline. I lost 5 minutes here, so that I lost, all told, 30 minutes owing to lack of gasoline.



AS A CONTESTANT APPROACHES THE FINISHING POINT



EMPEROR WILLIAM GREETING M. BRASIER IN THE ROYAL BOX

"I certainly expect to start again next year in France, upon a Mercedes, but not as number one. The first starter is compelled to open the course. For instance, near Weilburg I took a turn very near the fence and the spectators who were on the bank became scared, thinking, very likely, that I was going to run into the bank. In an instant they scattered onto the road like a lot of chickens and I am yet surprised that an accident was avoided.

"From then on I went slower at turns and figure I lost 2 to 3 minutes, as I had expected to cover the circuit in from 1:23 to 1:25. I have great confidence for next year's race. The newspapers will say I am bluffing. I am defeated, that's all. But just wait.

"I will also make a statement to the effect that the newspaper reports about a fight between myself and Thery are lies. There never occurred such an incident. On the contrary, I shook hands with Thery, who is one of my old friends. However, I had a dispute with a tire manufacturer after the race. He thought it was possible to buy Jenatzky like a jockey. We had some hot words, and that's all."

THE CAR TROUBLES

There were no really serious accidents to the cars, but England suffered most of them all.

The first accident to Charles Jarrott's Wolseley car was the breaking of the left side chain and the smashing of a steel guard. The next accident was the breaking of the governor so that the throttle valve was jammed open. It became necessary for his mechanic to operate the switch cutting off the ignition whenever it was necessary to slow down the engine. The third speed gear was put out of order on account of the severe shocks from the motor. During the final circuit the radiator opened up and could not be fixed satisfactorily. Later only three cylinders worked.

Girling's first trouble with the second Wolseley car came when some dirt was drawn into his carbureter, which caused it to operate poorly. Later on a gasoline pipe broke.

Edge's troubles with the Napier were principally with the crank chamber, in which water located, thus spoiling the lubrication. Nearly a quarter of an hour was lost during the second lap on account of the commutator chain coming off. The pulley which holds the jockey-pulley also broke, and the cam shaft became bent, the chain jamming against it. Then came tire troubles and during the last lap the clutch ring broke. The cardan joint

of the Opel-Darracq car broke right after the start. De Crawhez had ignition trouble with his Pipe car. Lancia's Fiat and Braun's Austrian Mercedes suffered tire punctures, while Salleron lost 23 minutes in putting new links in one of the chains of his Mors car. Werner lost considerable time because the brakes on his Austrian Mercedes car did not work right.

NOTES OF THE CONTEST

"Your majesty, France has won the Gordon Bennett race," said Duke von Ratibor, president of the German Automobile Club to the emperor, a few seconds after Thery had crossed the tape in front of the grand stand.

Thery and Jenatzky started the quickest, while Baron de Caters required about a dozen starts before he could get his motor going right.

The Belgian contestants seemed the least excited and were greatly admired for their coolness. According to a Brussels paper, Augieres said after the race: "Our aim was not to win the cup, but to make the

Of his number 150,000 are supposed to have been in the direct neighborhood of the start and finish.

It was noticeable that the French men and women were much more enthusiastic during the entire duration of the race than any of the other spectators. They greeted their three countrymen with the wildest kind of demonstration each time they passed, and were also very enthusiastic at the passage of Jenatzky and Baron de Caters.

"Well, if that is the emperor's brother, I am greatly surprised," said an Englishman. "You would never take that fellow for Prince Henry, the way he goes around shaking hands with the 'common' drivers as well as with some of the manufacturers and well known automobilists."

Quite a number of the contestants took off their caps every time they passed the grand stand. Thery was always the coolest, looking towards the imperial box and smilingly saluting.

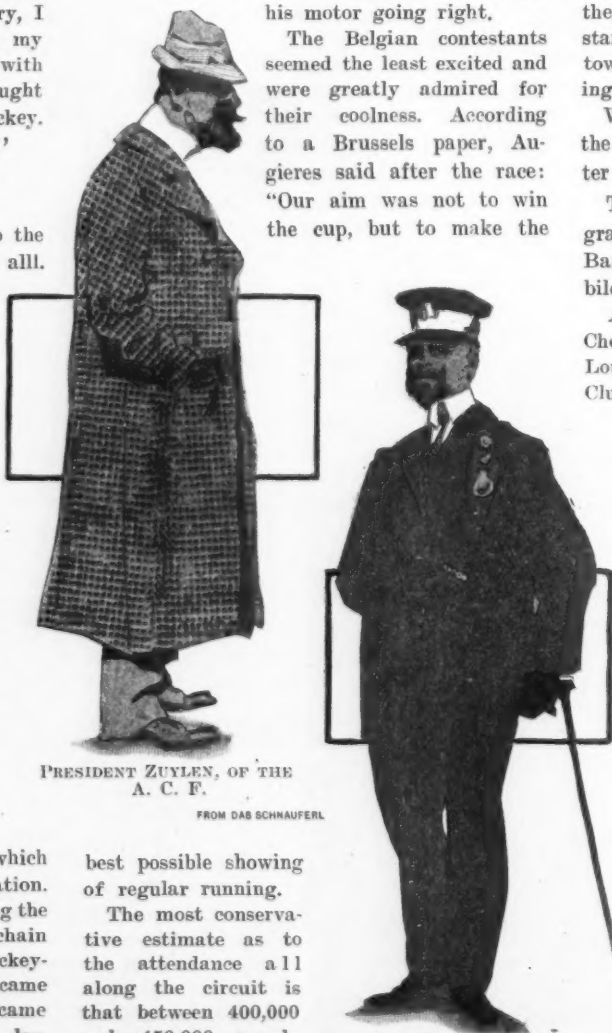
While the kaiser did not receive Thery after the race, it is said that he clapped heartily after the Frenchman had won.

The emperor of Germany sent his photograph with an autograph to Thery, Brasier and Baron von Zuylen, president of the Automobile Club of France.

After Thery's victory, Baron von Zuylen, Chevalier Rene de Knyff, Count Chasseloup-Loubat and other members of the Automobile Club of France were received by the emperor, empress and other guests of the imperial family. The president of the Automobile Club of France made the following speech: "I thank your majesty, in the name of the Automobile Club of France, for the hearty welcome which we have received in Germany and for all the arrangements which have been made and which operated so perfectly, for the furthering of the triumph of automobilism, which owes so much to your majesty. Gentlemen of the automobile club, I ask you, as a token of our thanks, to join me in the yell: 'Long live his majesty, the German emperor.'"

When the people in the grand stand heard the echo of the yell it was taken up by them and then by those outside of the grand stand. It was a moment of intense joy and enthusiasm.

M. Brasier gave Thery \$20,000 for having won the race, while it is reported that M. Michelin presented him with a check for \$10,000. A conservative German paper stated that the Daimler



PRESIDENT ZUYLEN, OF THE A. C. F.

FROM DAS SCHNAUFERL

SECRETARY VON BRANDENSTEIN, OF THE G. A. C.

best possible showing of regular running.

The most conservative estimate as to the attendance all along the circuit is that between 400,000 and 450,000 people watched the contest.

concern had promised Jenatzy \$30,000 if he won, besides a special racing car, while the Continental Tire Co. would have given him 100,000 marks—\$25,000.

What was most admired about Thery's handling of his car was the way in which he took the curves. It is said that in this he was much more daring than Jenatzy and gained considerable time on the driver of the German car.

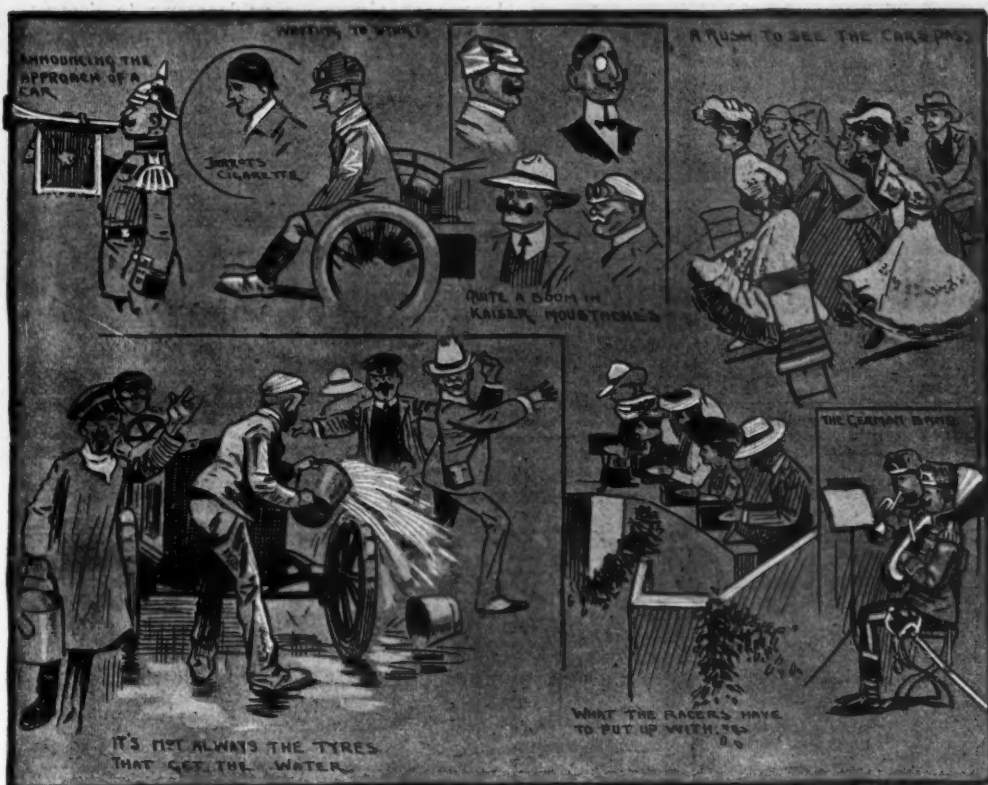
As is usual in an European automobile road race there was a dog killed. Jenatzy was guilty. A German paper, however, puts the blame on the dog as being the cause of Jenatzy's failure to win. Perhaps the time will come when a dogless course will be found for the Germans.

The emperor, through the intermediary of the governor of the province, thanked the public for the manner in which it behaved by complying with the temporary regulations. The soldiers and the regular police had very little trouble in handling the crowd.

A speed of 89 $\frac{1}{4}$ miles an hour was attained by Thery near Wehrheim.

Emperor William sent the following telegram to President Loubet of France: "I hasten to congratulate you, Mr. President, on the victory gained by the French industry. The welcome which the public extended to the winner proves how much a success won by intelligence and by a courageous effort on a field of reciprocal interests serves to create a feeling devoid of rivalry." President Loubet answered the Kaiser's telegram as follows: "I am particularly grateful to your majesty for your kind telegram and for the sentiments expressed in it. The success of the French industry could not have been better appreciated than by the German industry, which was itself quite worthy of obtaining such success."

George Prade, the well-known French sporting correspondent, says that the existing rules regulating the running of the Gordon Bennett cup race tend to nullify the objects for which Mr. Bennett originally gave the cup, which were to encourage the making of motor-cars in various countries. M. Prade says that with the exception of three countries, England, France and Germany, no other country faithfully carries out the spirit of the rules, inasmuch as these three cars were the only ones running with pneumatic tires actually and regularly manufactured in the country. Others have



INCIDENTS NOTED BY THE ARTIST OF THE MOTOR, OF LONDON

had them specially made for this one event only. Austria and Belgium, he says, had their tires made in the country, but by German operators from the German factory. Italy and Switzerland had their tires made in the same manner by French workmen. The three Austrian cars were made from Cannstadt designs. The third car representing Germany, the Opel-Darracq, was made from French designs. These facts, in the opinion of Prade, act rather as a discouragement of the home product. He is afraid that a further stretching of the Gordon Bennett rules may result in the production at the starting point of cars made entirely in countries other than those they represent.

Saturday, the day following the race, the program was for the tourist cars to travel round the course. The start, however, was delayed owing to the fearful storm which had raged throughout the night, and which did

not cease until about 11 o'clock on Saturday morning, when the sun ventured forth and tempted a considerable number to undertake the round. Those who started were duly rewarded, as the day subsequently turned out exquisitely fine, and all those who had arranged to attend the official dinner in the evening at the Kurhaus were back in ample time for the reception at this function. Thery's toast was naturally one of the features of the evening, to which his reply, consisting only of a few words, bore the impress of genuine appreciation of the compliments paid to him. The grounds of the Kurhaus were specially illuminated, and a magnificent display of fireworks had been arranged as part of the evening's amusement. Special trains were run from Frankfurt and other principal points, and return midnight trains had also been put on by the companies, so that a vast crowd had been brought together to take part in the fun.

SUMMARY OF THE JAMES GORDON BENNETT INTERNATIONAL CUP RACE

Four Laps Run Over a Course of 85 1-2 Miles, Giving a Distance of 342 Miles, and a Net Racing Distance of 77 1-4 Miles Per Lap, or 309 Miles for the Race, There Being Neutralized Controls Aggregating 8 1-4 Miles in Each Lap.

| Position | Driver | Car | Tires | Country | Hour of Start | NET TIMES FOR | | | | | |
|----------|----------------|----------------------------|---------------|------------------|---------------|---------------|------------|-----------|------------|---------------------|-------------------------|
| | | | | | | First Lap | Second Lap | Third Lap | Fourth Lap | Official Total Time | Speed in miles per hour |
| 1 | Thery..... | 80-h. p. Richard-Brasier.. | Michelin..... | France..... | 7:28:02 | 1:26:57 | 1:26:45 | 1:29:56 | 1:26:22 | 5:05:03 | 53 |
| 2 | Jenatzy..... | 90-h. p. Mercedes..... | Continental.. | Germany..... | 7:00:00 | 1:26:56 | 1:28:31 | 1:37:46 | 1:28:13 | 6:01:28 | 51 $\frac{1}{2}$ |
| 3 | De Caters..... | 90-h. p. Mercedes..... | Continental.. | Germany..... | 7:42:01 | 1:43:15 | 1:39:36 | 1:33:31 | 1:41:06 | 6:46:31 | 45 $\frac{1}{2}$ |
| 4 | Rougier..... | 100-h. p. Turcat-Mery..... | Michelin..... | France..... | 8:52:02 | 2:06:24 | 1:37:00 | 1:30:53 | 1:33:54 | 6:47:11 | 45 $\frac{1}{2}$ |
| 5 | Braun..... | 90-h. p. Mercedes..... | Continental.. | Austria..... | 7:56:01 | 1:56:24 | 1:41:38 | 1:38:29 | 1:43:15 | 6:59:49 | 44 |
| 6 | Hautvast..... | 60-h. p. Pipe..... | Continental.. | Belgium..... | 8:51:01 | 1:46:46 | 1:44:23 | 1:51:26 | 1:39:58 | 7:02:36 | 44 |
| 7 | Salleron..... | 100-h. p. Mors..... | Michelin..... | France..... | 8:10:01 | 1:36:57 | 2:03:46 | 1:53:50 | 1:40:40 | 7:15:15 | 42 $\frac{1}{2}$ |
| 8 | Lancia..... | 75-h. p. Fiat..... | Michelin..... | Italy..... | 7:21:01 | 1:54:53 | 1:42:13 | 1:48:27 | 1:52:18 | 7:17:54 | 42 $\frac{1}{2}$ |
| 9 | Girling..... | 72-h. p. Wolseley..... | Dunlop..... | England..... | 7:49:01 | 1:32:54 | 1:34:25 | 2:15:54 | 1:59:38 | 7:22:54 | 42 |
| 10 | Cagno..... | 75-h. p. Fiat..... | Michelin..... | Italy..... | 8:45:02 | 1:42:23 | 1:44:19 | 1:43:30 | 2:13:20 | 7:23:36 | 42 |
| 11 | Werner..... | 90-h. p. Mercedes..... | Continental.. | Austria..... | 7:14:01 | 1:58:41 | 1:52:47 | 1:53:56 | 1:46:47 | 7:32:15 | 41 |
| 12 | Jarrott..... | 96-h. p. Wolseley..... | Dunlop..... | England..... | 8:31:01 | 1:35:18 | 1:57:32 | 2:00:20 | 2:03:39 | 7:36:52 | 40 $\frac{1}{2}$ |
| | Edge..... | 80-h. p. Napier..... | Dunlop..... | England..... | 7:07:02 | 1:31:44 | 2:36:08 | 1:37:41 | — | — | — |
| | De Crawhez.. | 60-h. p. Pipe..... | Continental.. | Belgium..... | 7:35:02 | 2:28:32 | 2:16:37 | 2:21:52 | — | — | — |
| | Storero..... | 75-h. p. Fiat..... | Michelin..... | Italy..... | 8:03:01 | 1:54:56 | 1:43:05 | — | — | — | — |
| | Warden..... | 90-h. p. Mercedes..... | Continental.. | Austria..... | 8:38:01 | 2:07:14 | 1:57:17 | — | — | — | — |
| | Augieres..... | 60-h. p. Pipe..... | Continental.. | Belgium..... | 8:17:01 | 2:23:07 | — | — | — | — | — |
| | Opel..... | 80-h. p. Darracq..... | Continental.. | Germany..... | 8:24:04 | — | — | — | — | — | — |
| | Dufaux..... | 90-h. p. Dufaux..... | Continental.. | Switzerland..... | Did not start | — | — | — | — | — | — |

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TOURING EXPERIENCE

MOTOR car touring has been given a great impetus this spring and summer. Both short and long tours are being made by all manner of automobilists, in all manner of automobiles, in all sections of the country.

From the reports of these tourists they have all learned one thing, and that thing is an important lesson to the automobile industry. It is that the average automobile is better than the average road.

The tourists very seldom complain of trouble with their vehicles. In ninety-nine cases out of a hundred they speak with great praise of the cars used in their ramifications.

The universal kick is against the condition of the roads. The common cause of delays is defective roads, not defective machines.

American automobiles are in the main built to stand all sorts of rough usage, and each new model of a maker is supposed to better stand such work.

It is creditable, but it should be only temporarily necessary, to construct cars upon the basis of ability to withstand abuse.

The makers of the cars being used, the automobilists who do the touring, and the automobilists who stay at home, should use these trips not only as demonstrations of what the cars will do, but as demonstrations of what is needed in the way of roads.

The touring movement, now so well started, if properly handled, may be developed into one of the greatest and most successful good roads movements the country has ever known.

COMMERCIAL CARS

THERE is not a shadow of doubt that the future of the commercial automobile is brilliant. Sooner or later the goods of the world must be hauled through the streets and over the roads on motor wagons.

How soon this time will be depends a great deal upon the automobile industry itself.

It is obvious that the trade has not made the advancement in this line of car building that it has made in the production of pleasure or other passenger rigs.

A few manufacturers have worked steadily at the commercial vehicle end of the business, but the trade generally has not taken up the

branch as vigorously as it seems to deserve.

This lack of development of the commercial car is not felt so much in the construction of the chassis for these rigs as in the general design of the cars.

Present styles of commercial automobiles are not entirely suited to the needs.

Almost any commercial automobile is of greater power and hauling ability than a corresponding horse-drawn conveyance; but it will not hold any more goods. If loaded with comparatively light articles it is nowhere near loaded to its full hauling capacity.

In other words, a greater amount of power, and hence of fuel, is consumed in hauling a load than is necessary. This is wasteful and means that the permanent adoption of automobiles in the place of horse-drawn wagons will require that a greater amount of hauling service be rendered by each motor in use.

This may be done either by the design of the car so that the hauling capacity of the body is much greater, or by the adoption of the European trailer scheme, whereby the motor car not only carries a goodly load, but hauls one or more trailers, according to the requirements and the ability of the motor.

Probably the problem will be solved by the adoption of both methods. For congested city traffic the trailer is hardly practicable. For inter-urban service it is all right.

Both classes of conveyances—the single car of the large body capacity and the motor car train—are useful, and their development is warranted by the success of the experiments in such traffic, made both in this country and in Europe.

A VALUABLE TEST

NEXT week occurs the hill-climbing test up Mount Washington in New Hampshire. As a sporting event this test ranks well, on account of being likely to be a keenly contested affair, and also because it is to be run in surroundings which give it somewhat the air of a pleasurable pastime.

But the utility of the test overshadows its sporting consequence and its attending pleasure.

If properly carried out, and if graced with a good line of starters, it should prove a most excellent test of the actual grade-climbing ability of the respective cars engaging in it.

Many of the previous hill-climbing tests, while they have been of value to a certain degree in determining between the hill-climbing values of different cars, have not been positive tests. They have been over comparatively short stretches, before the climbing of which contestants were able to make a good start and "rush" at least a portion, and often all, of the hill. Knack in driving, ability to overwork the car for a brief period of time, and other similar elements figured in the affairs.

With the Mount Washington climb it is different. The grade to be covered is $7\frac{1}{2}$ miles long, with its highest gradient one of 20 per cent.

To climb this in competition a car must be worked to full continuous climbing ability. A short spurt at the foot of the grade will avail nothing in determining the result. The climb must be steady.

It will test numerous qualities of the car, such as the ability to lubricate well on long, hard pulls; the ability to keep from motor heating under such conditions; the ability of the mechanical features of the car to with-

stand the long, hard work; and the ability to run well continuously and slowly on high-speed gear or on the low-speed gear.

If fuel consumption be taken into consideration the test would be still more serviceable, for the comparative amount of gasoline used in making such an ascent is both interesting and permanently valuable information to secure by well organized competition.

Everything considered, the test promises to be one of the most useful tests that could be organized now.

An endurance run this summer is not desirable. Track races do not furnish the lessons and actual comparative data that it is desirable to obtain in a young industry.

Such a test as the "climb to the clouds" fits in nicely among events of a more purely sporting nature, to serve as a practical demonstration to the public of what automobiles as a class of vehicles can do in the line of work, and what the different makes are relative to each other in a certain kind of automobiling that is necessarily common in this country on account of the character of our roads.

Those Wisconsin farmers who deliberately dump gravel on the roads to prevent use of the highways by automobilists probably haven't realized that they are making roads, thereby encouraging motoring. Incidentally they are doing themselves a good turn, even if they don't know it. Some day they'll wake up to their beneficial mistake.

Some of the big daily papers may be averse to publishing automobile news, but this cannot be said of the papers of Port Huron, Mich. The following excerpt shows how closely the game is followed there: "Fred T. Moore has placed willow baskets on each side of his automobile for carrying umbrellas, wraps and other articles."

It is said that when Emperor William of Germany was told that a Frenchman had won the international cup race, he exclaimed: "Good, I will now witness the race next year in France." Maybe the kaiser is looking for a good chance to make a strictly pleasure trip to gay Páree.

After the Gordon Bennett cup race the German emperor shook hands with Baron von Zuylen, president of the Automobile Club of France; while Thery, winner of the race, being a lowly professional, had to be satisfied with \$30,000 from the car and tire makers.

An automobilist of Norristown, Pa., laughed at a policeman who jumped when he saw him coming. This cost him \$10.50, in addition to \$7.50 charged for violating the speed ordinance. The dignity of the local police must be upheld at any cost—to automobilists.



SUCCESSFUL TRIP FROM MEXICO TO SEATTLE

AFTER journeying by train and stage coach for several weeks through Mexico, Arizona and Texas, I reached Los Angeles, Cal. Here I began to realize, for the first time, the advantages of the automobile and, investigating the subject thoroughly, I visited the various automobile dealers and listened attentively to the song of praise that each volunteered about his machine. As might have been expected of a novice, I was completely confused. Three long days I had tried to learn which car would best suit my purpose and, at the end of that time, I knew so much about them all that the difficulty of choosing wisely from among them appeared insurmountable. But, inasmuch as I was determined to have an automobile shortly, and assuredly would not have one so long as I remained undecided, I brought my confusion to

of commissary supplies, we placed in the tonneau a box of soda crackers and a box of sardines. At the conclusion of the journey, these eatables remained in their original packages, thereby showing that during all the journey we never missed a meal.

On the beautiful afternoon of May 3 we left Los Angeles, taking a southward course, and toward evening arrived at Pomona, this being my first long ride in a motor car. On the following morning we left for Riverside, going by way of San Bernardino and Redlands. At Riverside we spent the afternoon with friends, visiting the prettiest parts of the city and the surrounding country. The next day we reached Elsinore hot springs, where we remained a day and two nights to enjoy the magnificent scenery. Leaving Elsinore May 7, and passing through Timecula, Fallbrook, Escondido and

repaired. At Los Angeles we rested until May 15, when we left for Santa Barbara. On the next day Santa Maria was our stopping point, and on the evening following we arrived at Bradley. To avoid fording the Salinas river three times we took to the mountains, 25 miles out of our way. The river bed was extremely sandy, and the river was high. On returning to the valley we encountered a sand storm, blowing 45 miles an hour and making progress disagreeable. From Bradley, we went to San Jose, where we remained during the day of May 19, visiting places of interest and looking for imaginary difficulties in our machinery. The only repair made was to mend the canvas on the canopy top, which had been damaged going into a livery barn whose door had not sufficient clearance.

A 6-hour run on May 20 landed us at the



MR. ROY AT THE BASE OF MT. SHASTA

an end by purchasing, on April 29, a Winton touring car that had been run at least 1,000 miles before I secured it.

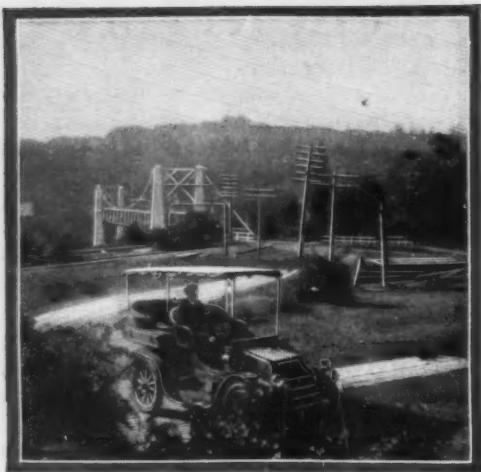
The examination of an expert resulted in the purchase of a new casting for the rear axle and a new chain, after the addition of which, the car was pronounced to be in excellent condition. I was still, however, a novice in the operation of an automobile and, in order to overcome this disadvantage, I secured the services of J. M. Gibbs, of Los Angeles, Cal., to whose expert aid I am much indebted for one of the most interesting and successful journeys ever made in a motor car. I acquainted Mr. Gibbs with my desire to take a long tour, and he advised the purchase of these supplies: One rear tire, two inner tubes, four spark plugs and 3 gallons of gas engine lubricating oil. As a precautionary measure, imagining that perhaps sometime we might not be able to reach a base

San Diego, we arrived in the afternoon at Del Coronado hotel, from which place, on the afternoon of May 8, we started for Tia Juana, Mexico where we arrived at 3:30 in the afternoon. Here we spent only a half hour, returning then to San Diego. Our next daily stopping places were Escondido, Corona and Los Angeles, arriving at the latter town at 12:30 on May 11.

To this place our journey had covered 621 miles, including side trips to interesting places enroute. Between Corona and Los Angeles, our rear engine commenced to pound and on looking up the difficulty at Los Angeles, we found that the wrist pin was loose. This was caused by our being obliged to use steam cylinder oil one day on the trip. The difficulty was easily

EDITOR'S NOTE—C. L. Roy, of Seattle, made the run from Mexico to his home with a companion in a Winton full equipped car. This story of the journey is by Mr. Roy.

Pioneer garage in San Francisco. Here we found that a piston head was considerably worn, but an inspection of the car failed to find any other difficulty. The distance run to date was 1,139 miles. Sacramento was our next night stop. On May 23, going to Marysville, we had our first strenuous day. The Sacramento river was flooded and the roads were most all adobe, in many places covered with water the depth of which was frequently 2 feet. By winding an inch rope around the wheels we secured traction on the slippery footing and thus reached Yuba dam at 3 o'clock. Here the road was flooded for 150 yards. We rushed headlong into the water, determined, if possible, to get through on our own power, and we had almost achieved success when the mud conquered us. Men with teams were repairing the highway near this point, and it was necessary for us to hire one of the teams to draw us up the last 60 feet to



SOUTHERN END OF WILLAMETTE VALLEY

dry land. Scraping off the mud, we proceeded on our journey, arriving at Marysville in time for supper.

Between Marysville and Red Bluff, on May 24, we struck a snag with one of our rear wheels and punctured a rear tire. We replaced it with the supply tire and had the old one repaired at Red Bluff. This, by the way, was the only trouble that our Goodrich clinchers gave us during the whole journey.

Though the country was practically impassible we managed, by hard work, to reach the United States fisheries at 8:30, and here we were warmly welcomed. The superintendent ordered a trout supper for us immediately and made our stay over night very comfortable. He informed us that the roads to Dunsmuir were such that we could not possibly hope to get through, and we spent the night dreaming what the following day would bring forth. What it did bring forth was that in 11 hours 30 minutes we traveled a distance of 50 miles and reached an altitude of 3,500 feet higher than the fisheries.

Setting the emergency brake, we would speed the engine to its limit, and then releasing the brake, we would apply the low gear. This would take us from 3 to 10 feet, when it would be necessary to again throw on the emergency brake and renew the process. It would not have been necessary to resort to this expedient had the roads been smooth, so that we could have kept up the speed of the engine. We were extremely tired and hungry upon arriving at Dunsmuir, and consequently we remained there until 2 o'clock the following afternoon. A 10-mile run to an altitude of 2,000 feet higher than Dunsmuir was accomplished in an hour and a half, this stopping place being Sisson.

To remove the coat of mud that had accumulated on the car we gave it a bath in the cold mountain water at Sisson, and then rested until the following morning, when we set out for Yreka. This was an out-of-the-way journey, but we needed lubricating oil and could not get a new supply except at Yreka. On leaving Sisson we were informed that it would be impossible for us to make the run over the Siskiyou mountains, as some of the grades were at least 50 per cent and the roads extraordinarily bad. Nevertheless we proceeded and finally landed at the top of the divide near Mount Shasta.

We were so in love with our car by this time that we held a consultation and decided that an appropriate act would be a christening. Consequently we named the car *Viejo Tia Juana*, because we had started on our north-bound trip from Tia Juana, Mexico. This is a Spanish

name, which means Old Aunt Jane. We christened the car by smashing a snowball against the plate glass front, not having at hand the customary bottle of champagne. At the first opportunity we had a painter letter, in gold leaf, on the door of the tonneau, Old Tia Juana.

Going north from Shasta we had some thrilling rides. On one side was a wall of rock and on the other a river in a canyon hundreds of feet below. The road was as crooked as a rail fence, and our hair fairly stood on end while we were rounding our torturous course. Had anything broken we would perhaps be rolling yet.

From Yreka to Ashland, Ore., on May 29 we encountered some of our longest and steepest hills. From Ashland to Leland on Decoration day, we found good roads part of the way, and practically none at all the rest of the distance. Hills were nearly straight up and down and there were numerous bad washouts. At Leland we ran out of gasoline. Previously we had been able to get gasoline at nearly any town or country store, but here there was none, and it was necessary for us to telegraph to Medford for 10 gallons, which reached us by local freight the following morning. Leaving Leland at 10 o'clock May 31 we arrived at Wolf creek in 1 hour 15 minutes, over roads too miserable to describe.

On leaving Wolf creek on the morning of June 1 we were told that there was no road to Rosenberg. It was necessary for us to go through the noted Cow creek canyon, which causes the railroad so much trouble. The roads were the worst we had encountered.

On the opposite side of the stream was a man and his wife on their way south in a wagon. He was unable to ford the stream without help. We told him that Old Tia Juana would help him across if he would return the compliment. This was soon arranged, and by attaching to his wagon a rope that we carried with us, and with the help of his horses, we brought him through the water. Then we attached one end of the rope to the horses and the other end to the car, and using a tree on the opposite bank as the fulcrum and applying horse and motor power we went our respective ways rejoicing.

On June 2 we covered 60 miles between Rosenberg and Cottage Grove. On the journey we met many people who had never seen an automobile before, and at country schools—especially the Indian schools in the mountain—recess would be declared while we showed off the things the machine could do. At many places our experiences were similar to those encountered between Rosenberg and Cottage Grove, where we came up behind two women driving in a closed top buggy. Hearing the explosions in our cylinders, the women gave hurried glances from either side of the buggy, and then dashed out of their vehicle and over the fence, leaving the horse to his fate. The horse pricked up his ears, looked at the strange conduct of the women, and started to run, but reconsidered and looked pleased when we caught him and restored him to the possession of his passengers, who were seated on top of the fence.

Ten miles from Cottage Grove the mud was so deep and the roads so badly cut up by reason of having had saw logs dragged over them, that we became stalled within 200 feet of a donkey logging engine, whose cable got us out of the difficulty. But we immediately encountered other. We found eight or ten holes nearly as bad as this a mile farther along, and it was necessary for us to hire wood choppers to carry cord wood and fill up the holes before

we dared proceed. We used up two cords of wood and 3 hours in a distance of 2 miles.

Cottage Grove is at the south end of the Willamette valley, and from here to Portland, Ore., the roads were good, except for a distance of about 10 miles. From Cottage Grove we made a run of 145 miles in less than 12 hours.

At Portland, on June 5, we looked the car over carefully and found that no repairs were required. Crossing the Columbia river on a ferry we arrived at Vancouver, Wash., at 10 and then proceeded to Castle Rock, where we arrived at 8 in the evening. Between Vancouver and Castle Rock the roads along the river were flooded, obliging us to take to the hills and run most of the way over logging roads of corduroy and worse. The hills were frightful. Similar conditions were encountered between Castle Rock and Chehalis on the following day, but we made Tacoma by night. We were now but a short distance from home and, owing to the writer's anxiety to finish his trip, we ran very fast over the rough roads of the last few miles. This caused three leaves of a rear spring to break, but, as our load in the tonneau was light, we did not diminish our speed. The total distance we had covered when we arrived at Seattle at 11:30 on the morning of June 7 was 2,255 miles.

During the entire journey we stopped at a hotel every night and had three meals at hotels or eating houses every day. We traveled through altitudes from sea level to 8,000 feet above. The temperature ranged from 2 degrees above freezing to 114 degrees Fahrenheit. Half the journey was over mountains and half through valleys. The roads in California south of Redding were fairly good, although we had to cross several small mountain ranges in California, and also we encountered plenty of deep sand. The only good roads that we found in Oregon were in the Willamette valley and the only good roads in Washington were between Chehalis and Seattle.

On our arrival at Seattle I had the car taken apart and thoroughly inspected. To put it in first-class condition again I had the springs reset, valves ground, one exhaust spring replaced and a new set of batteries installed. We were not trying to make a fast cross-country run, and simply jogged leisurely along for the sport there was in it.

The manufacturers of the Winton car and of the Goodrich tires knew nothing about my undertaking until I had arrived at Seattle, and notified them by mail, unless some of the items that were printed in the papers along the route may have come to their notice.



A WASHINGTON TRAIL

NEW YORK-ST. LOUIS TOUR ENDED

OUR last week on the road was spent in fighting Illinois mud. It was a hard battle, but we conquered, and made the bridge separating East St. Louis from the city proper on Friday afternoon, July 1, the Pathfinder doing a journey of 1,423 miles from New York city. The odometer registered a trifle over 2,000 miles, the difference being miles run up in viewing the sights in Rochester, Buffalo, Cleveland, Chicago, South Bend and other places along the route.

Every motorist who makes any pretensions at touring has heard of Illinois and Missouri mud. We had heard of it and the terror it has struck to faint hearts, but thought that with our experience on the road we could successfully cope with any condition of affairs we encountered. Illinois mud, however, proved the worst hardship we had met, and our St. Louis tour would not have been complete without this experience. Right here let me say a word. If you think of taking in the big endurance run of next July and August, and if you want to really get out and have a jolly 2 weeks on the road, provide yourself with a pair of single pulleys and a hundred feet of good rope to be used should it rain while you are touring Illinois or Missouri.

Before we had left Chicago a hundred miles behind we saw plainly by the cut-up condition of the roads what we would have to expect should we have rain. The next day it came, and came as only a southern Illinois thunder storm can come, with torrents of rain, hail and a high wind. No, we didn't attempt to weather it, but put up for the night at the nearest hotel and received only a slight wetting. The next day the roads were bad. I don't generally mind a surface mud, but when you get into that black, putty-like mire of Illinois, which sticks to your wheels until they resemble a circus band wagon, and when you get out to apply your shoulder to the rear and your feet stick fast in the same mud—well, some people may like it, but I am not particularly fond of it.

We plugged along, two of us ready to jump out and push every time the rear axle went under mud and the engine commenced to drag on the ground, until we came in sight of Litchfield, designated as the noonday stopping place for the big run on August 10; then we ran into a pit of mire that threatened to engulf the car entirely and would have done so had we not jumped out and thus lightened ship. We had heard of water coming up even with the flooring and causing a short circuit, but we had never even heard of mud doing this until we ran into this pit, which, mind you, was located in the very middle of the main street leading into Litchfield.

It was then our tackle came into play. We hooked one pulley on a neighboring telegraph pole, high enough from the ground to lift up the front end of the car when we pulled, and fixing the other pulley on the front axle, we started the engine. By all pulling at the same time we eventually made the opposite side of the pit, where the mud once more resumed its normal depth of from 12 to 14 inches. We all hopped into the automobile and, once more heading for the hotel, now in sight, we felt certain of soon getting a much-needed rest and a good meal.

We were doomed to disappointment, how-



ever, for just as we were congratulating ourselves on having got through safely, despite the croakings of a number of farmers we had met on the road, who, after taking a glance at our 8-inch clearance, gravely shook their heads and said: "Well, boys, I wish you luck, but you'll never make it," we once more went into the mire, all the way up to the body. The entire tow turned out to watch us extract ourselves, but no one proffered aid, nor were any suggestions made as to how we should get out. Our tackle, assisted by our jack and some planks, did the business, although we furnished an hour's good vaudeville to the populace before we once more moved on toward the hotel, which we eventually reached.

In leaving Litchfield we saw ahead of us another mire pit that looked even more dangerous than the one from which we had extracted ourselves in the morning. Fearing arrest less than another hour in the mire, we headed the Pathfinder for the sidewalk and ran the machine a full block on cement and board walks, dodging the mire, to the great indignation of the owners of bordering residences, over whose lawns we ruthlessly ran our automobile in our successful effort to dodge the city streets, not one of which was paved.

We found the roads between Litchfield and East St. Louis badly cut up, but, thanks to a wind and hot sun, the water was mostly dried up and we did not have to resort to tackle again. The wheeling was made particularly hard in Illinois and Missouri owing to the usage of extra wide treads or axles which imprints the wheel tracks some 4 inches farther apart than the standard tread, used by eastern wagons and all automobiles. Owing to this fact two of our wheels had to make tracks for themselves, while the other two followed the beaten wagon track. Anyone who has encountered this condition of affairs knows what hard work it is to make tracks through mile after mile of rough roadway.

From all reports this state of affairs will be entirely different when the big caravan comes through Illinois, as mud later than June is almost unknown. Already the road scrapers are at work leveling down the rough places, caused by the recent rains, and in another week Illinois roads will be as good touring as Indiana and Ohio, both of which states boast of excellent roads, during the summer months, but very poor ones during the spring.

Upon arriving at St. Louis we ran our car to the garage of the Missouri Automobile Co. on South Jefferson street, where, coated with the mud of seven states and still retaining its road equipment, it is attracting much attention. The crew of the Pathfinder will spend several days doing the sights at the exposition before returning home, it having been decided to run the automobile back to New York by way of Indianapolis, Columbus, Wheeling, Pittsburg and Philadelphia and to again come

EDITOR'S NOTE—This is the conclusion of a series of articles by W. S. Harrison concerning a trip from New York to St. Louis over the world's fair tour route.

over the route with the world's fair run which leaves New York July 26.

Now that the trip is completed a few pointers for tourists anticipating joining the endurance run this month will undoubtedly come in very handy. In the first place see that your car is supplied with a good coil of rope as it will come in very handy a great many times while on the road to St. Louis. If it should rain you will need it to wrap around your rear tires to prevent slipping. If you break down it will assist you in being towed to the nearest blacksmith or repair shop, and if you are mired it, with the aid of a couple of good blocks, will enable you to get out without aid from horses.

Next to having an abundance of stout rope, good lamps are essential, for a tourist never can tell how late he will be obliged to run in order to make his hotel. Do not put all of your faith in gas lamps, for sometimes the carbide is at fault and at other times it is the generator, but they are liable to fail you when needed the most. At least two of the lamps should be oil, and a movable searchlight should be affixed to the dash. Such a light will enable you to read signs and to locate horses many feet ahead. A tail lamp should also be carried, showing red behind to avoid the possibility of a collision.

All agree that an extra tire should be carried and we carried one on the Pathfinder from Buffalo to St. Louis, and it is still snugly fastened in a tire case on our forward deck, but it has never been used, for we ran our 1,423 miles without a puncture, nor did we use the pump on our tires all this distance. If you do carry an extra tire it should be enclosed in a tire case or wrapped securely in burlap or rope, for at every point that tire strikes, an indentation will be worn and I have known extra tires to have holes worn completely through them without ever having been attached to the rims.

An odometer, speedometer, gradometer, ammeter and hydrometer, all come in handy on a long tour, although none is positively necessary. The odometer tells your mileage, the speedometer signifies the number of miles per hour you are traveling; the gradometer shows the grades, the ammeter tests the batteries and is especially useful when purchasing new ones, the hydrometer tells what grade of gasoline you are purchasing under the general supposition that it is 76.

Extra spark plugs, extra chains, extra brake leathers, and a complete set of tools, including an outfit for repairing your tires, with good, new rubber cement, are essential, while a good pair of waterproof hampers, an extra gasoline tank for cases of emergency, waterproof coats and possibly a storm apron for the occupants of the front seat to protect them from mud rather than from rain—are really needed on a tour.

We carried revolvers but never had occasion to draw them from the holsters, but we did make good use of a sling-shot and fine bird shot, to keep the dogs from approaching too near the front wheels, one dose of which usually did the business, saving the dog from getting underneath the wheels or running through the machinery, an operation unpleasant for both dog and occupants of the car.

The crew of the Pathfinder made the entire



C. L. ROY ON A BAD HILL IN CALIFORNIA

trip attired in leather, carrying other clothing in one of the hampers. Leather is hot on a warm day, but dust will wipe off with a damp cloth and mud will come off just as easily. Then when one is attired in leather he does not hesitate to jump out in the mud when his strength is needed to extract the machine from some mudhole, while were he dressed in other clothing he would think twice before landing in the mire. We wore leather caps, coats, knickerbockers, leggings and gauntlets. The latter are very essential especially on a cold night, as the tops keep the cold air from blowing up the sleeves of the driver. Goggles are essential, but in purchasing use care in getting a pair that fit tightly enough to keep out the bugs and small flies. A sun-shade darkened on the inside and fitted to the goggles proved especially beneficial on bright days.

RECORD TIME IN CALIFORNIA

John F. McLain and L. T. Shettler, of Los Angeles, Cal., broke the record from that town to Santa Barbara by clipping off 1 hour and 10 minutes from the previous best time. They drove a 20-horsepower Winton car and left Los Angeles at 8:35 in the morning, arriving at their destination at 2:10 in the afternoon, their odometer showing they covered 180 miles. The time elapsed was 5 hours, 35 minutes. After a rest of an hour and a half they started on the return trip, covering this time 215 miles in 13 hours, 45 minutes. At one time, not being able to make a short turn, they plowed through an orchard, but managed to miss the trees. Another time, while coming down a difficult and dangerous hill their car frightened a horse. They stopped, got out, and helped the driver. They lost much time by doing this, but were complimented on their action by the driver.

THREE DAYS IN WISCONSIN

One of the many pleasure tours made by Chicagoans last Sunday and Monday was that of James L. Mead, George S. Lewis, James Levy and M. Wade in a 10-12-horsepower two-cylinder Benz-Parsifal car. They left Chicago Saturday at 1:30 in the afternoon, arriving in Libertyville, Ill., 2 hours later. The car was stopped 15 minutes and then the trip continued towards Channel lake, which was reached at 4:54. At 6 o'clock the motorists departed for Burlington, Wis., where they arrived at 7:30 and remained over night. At 7:10 next morning the party left for Waukesha, where they arrived at 9 o'clock. There they met three automobiles of the Chicago club's tour to Wisconsin. Two hours were spent in Waukesha and it took

an hour and a half to get to Oconomowoc, where they arrived at 12:20, had dinner and left for Geneva lake at 3 o'clock; arrived there at 6:30 and remained until Monday morning. At 10:45 they left for McHenry, arriving at noon. When about 6 miles out of Geneva lake the Chicago excursionists met a party of motorists in White and Peerless cars. On account of tire troubles on the White car the passengers of the machine were in distress. Three of the party were ladies, with no umbrellas, and as rain was threatening the Chicago men took them back to Geneva lake in their car. It took them only 15 minutes to make the run and then they came over the same route and continued the trip to McHenry. They left at 2 in the afternoon and returned to Chicago at 5:30, after having toured about 350 miles without the slightest mishap, either to car or tires. "We did not go on a record-breaking trip," said Mr. Lewis. "We took things easy and wanted to enjoy the beautiful country and also see what could be done with the car when run at moderate speed and given good care. We are well satisfied with the test, which simply goes to show that it is easy to get the full benefit out of motoring by running carefully and using common sense. We met some very bad stretches, but on the average the roads are very good. All told we consumed 11½ gallons of gasoline and we didn't kill a chicken, a dog or a horse."

NIGHT AIR-COOLING

K. Franklin Peterson, he of automobile parts selling fame, has become a Premier air-cooler, and last Sunday night made a meritorious ride from Chicago to Booth, Wis., to demonstrate that he knew north from south in the dark and that night air was as good at cooling motors as that of noon-day. The 120 miles were covered during the night, and, in consideration of the fact that four persons—all gentlemen—were carried in the light Premier, and that the roads were wet and sticky, the ride was an excellent performance. The start was made from the Evanston country club house of the Chicago Automobile Club at 9 o'clock and Booth was reached at 7 in the morning.

ON CALIFORNIA'S BIG TREE ROAD

One of the most interesting trips of the season has been made by John Hopkins Spring, of Fruitvale, Cal., to Wawona and the Big Trees in Calaveras county, Cal., in his White steamer. Mr. Spring, accompanied by Mrs. Spring and their son, left on a Thursday evening for Gibroy, 70 miles from their home, and remained there until early next morning, when they started for Los Banos by way of Pacheco Pass, where they lunched. The 50 miles of roads between the two localities are only fair, and at some parts there are sharp grades. After lunch the trip was resumed to Madera. To Tirebaugh the highway was good, but from there on so much sand was met that Mr. Spring had to use his automobile coat and laprobe to get traction enough for the rear wheels to drive the car through the sand. They arrived in Madera, 50 miles from their noon stop, in comparatively fast time. They departed from Madera the next morning for Raymond, 25 miles distant, and from there to Grub Gulch. The roads were found fair, with some steep grades near the latter locality. Mr. Spring then went into the mountains to examine some mining property, after which the party again started on the following morning for a 5-mile trip to the Sunset district, where the roads were bad but the

scenery magnificent. On the succeeding day they decided to visit the famous Big Trees on the road to the Yosemite valley and made the run from Grub Gulch to Awanie in good time. The 10 miles of heavy grade from Awanie to Wawona, in the heart of the Big Trees, were climbed with ease by the steamer. The following morning the run back to Madera was made in almost record time. The night was spent in Los Banos and the final stretch home completed the next day.

WILL TOUR EUROPE

Dr. W. F. Morrison, of Providence, R. I., is one of the latest of all of the large number of Americans who will tour abroad in automobiles this year. His Stanley car was packed recently and was sent by steamer to Liverpool, from which city he will go through all of the British isles, accompanied by his brother and a friend. He will spend 3 months in seeking out the byways in these beautiful islands hidden to tourists who are restricted by stage and railway schedules.

INTERESTING RUN IN JERSEY

Mr. and Mrs. N. H. Kilmer of Ocean Grove, N. J., made an interesting run in their Rambler car to Atlantic City. They started at 5:30 in the morning and went through Lakewood, Hammondton and Egg Harbor. Between Waretown and Tuckerton the roads were unusually bad and a chain broke, which caused a delay of an hour. Atlantic City was reached at 11:45 in the morning, and after spending 3 hours in the town the return trip was started. Everything went well until about the same stretch of the road was reached where the chain accident happened in the morning. Again the chain broke and more than an hour was lost in repairing it. The total distance covered during the day was 237 miles.

LOS ANGELES TO FRISCO

An interesting run has been made by E. T. Stinson, John Lewellyn and G. Nevin, all of Los Angeles, Cal. They reached San Francisco from that city last week in a Peerless car, having left home 2 weeks ago. They went by way of Santa Barbara and Monterey, spending a day in each of these towns and 2 days in San Jose. All along the journey of nearly 500 miles the greatest courtesy was shown the motorists from the townspeople, as well as ranch owners. The hardest part of the trip was through Gavito pass, between Santa Barba and Las Cruces. "The stories about the prejudice of the country people against automobiles we found to be absolutely untrue," said Lewellyn.



C. L. ROY CROSSING SACRAMENTO RIVER

"They went out of their own way to show us courteous hospitality. The road from San Jose to this city is in magnificent condition and it was a great pleasure to ride upon it. We covered the 50 miles, which is the distance between these cities, in 65 minutes without a stop. From San Luis Obispo to Monterey, 174 miles, we went in 10 hours without the least difficulty." Mr. and Mrs. A. E. Joy and several other members of their family made a fast run from Frisco to Watsonville, where they live, covering the route of 100 miles in 4 hours and 12 minutes, the fastest time yet made between the two places.

DEPENDS UPON DEALERS

San Francisco, Cal., July 1—Chairman H. C. Brown of the racing committee of the Automobile Club of Southern California was in town a few days ago and conferred with L. P. Lowe, chairman of the Automobile Club of California, about the endurance run which is to be held next month from here to Los Angeles. The selecting of the date depends upon the delivery of the cars already ordered by local owners who are desirous of participating in the run. The indications are that these cars will be delivered within the next 2 or 3 weeks, and in this case the end of July will probably be chosen for the event. If, however, it is found impossible to hold the run during next month, then the run will be postponed until after the Del Monte meet. "The Automobile Club of California is not a social organization," said Chairman Lowe. "It does not maintain expensive headquarters, its efforts being devoted strictly to advancing the cause of good roads and just legislation, both of which are of vital importance to the cause of automobilism."

HAS GOOD OBJECTS IN VIEW

New York, July 1—There was a meeting yesterday at Smith & Mabley's to take steps to revivify the New York Automobile Trade Association, an organization of local dealers, which was formed a year or so ago and has been allowed to lapse into innocuous desuetude. New officers were elected, as follows: C. R. Mabley, president; C. Andrade and Justin Walker, vice-presidents; William P. Kennedy, secretary and treasurer. It is proposed to establish a bureau of information for members, which will collect and furnish data on the following subjects: Qualifications and references of station mechanics and chauffeurs; advisable methods for the uniform conduct of the business; prevention of the abuse of the demonstration privileges; minimizing risk in the extension of credit; legal data concerning automobiles in this and other states; such other information as will increase the commercial stability of the trade.

COLORADO TO WASHINGTON

Automobilists of Washington, D. C., have not heretofore paid much attention to touring, it having been said of them that "they are afraid to get out of sight of the Washington monument." However, the numerous stories in the automobile press about tours of various kinds have fired the ambition of a number of local automobilists who intend to try their hand at touring. Friday last marked the departure of Whitman Osgood, the journalist, with his family of three, on an automobile tour to St. Louis in a Pierce canopied touring car. The party will go by way of Frederick and the old na-

tional pike. Touching Wheeling, W. Va., they take the southern route and expect to reach the world's fair city in about 10 days. Fulton R. Gordon will head a party of automobilists who will leave for St. Louis about the middle of the month. Mr. Gordon has done considerable touring in his Toledo car and is looking forward with much interest to his forthcoming trip. A telegram was received in Washington Friday from Denver, to the effect that Thomas F.



C. L. ROY AT RIVERSIDE, CAL.

Walsh, the Colorado multimillionaire, who spends much of his time in Washington, where he maintains a big establishment, left that morning in a Pope-Toledo car for a trip through Colorado. He was accompanied by his son, who is a driver of no mean ability.

THERE WILL BE NO MERGER

New York, July 6—There will be no merger of the American Automobile Association and the American Motor League. Harlan W. Whipple, president of the A. A. A., has definitely stated that the merger will not take place since the committees which were appointed to jointly draw up a constitution could not agree, this agreement on a constitution having been a condition precedent to the proposed merger.

At its meeting today, the board of governors of the A. A. A. accepted the Vanderbilt cup by deed of gift, the conditions remaining the same as were announced some time ago. Mr. Vanderbilt was present at the meeting of the committee.

MOTORISTS FEAR CROSSINGS

New York, July 2—At a recent meeting of the governors of the Automobile Club of America it was decided to call the attention of Mayor McClellan, of New York, to the numerous grade crossings in the city, a great number of which are not protected by gates. The presidents of the boroughs of Bronx, Manhattan, Queens and Richmond will also be approached upon the same subject. It was decided to thank President Haffen of the borough of the Bronx for having brought about the paving of Jerome avenue with asphalt from Central bridge to One Hundred and Eighty-fifth street.

CRUSHED UNDER HIS MACHINE

Syracuse, July 5—A peculiar automobile accident last Saturday resulted in the death of Mason D. Healy, a prominent business man of Auburn, N. Y. Mr. Healy was found under his automobile in the barn with his skull crushed and his arm broken. He left the house about 4 o'clock saying he was going to repair his machine, which had been damaged some time previous. The front wheels had been removed and the body was supported by two blocks of wood and a strawberry crate. When

the body was found, the blocks were lying lengthwise on the floor and the head was on the berry crate, the full weight of the automobile pinning it down in that position. It was evident that Mr. Healy had accidentally knocked out the blocks of wood while trying to repair the machine. The gruesome discovery was made by Mrs. Healy when she went to call her husband to supper. On stooping over the machine she saw the body of her husband and ran screaming from the barn. Mr. Healy was 41 years old, and an active Mason. For several years he had been associated with his brother in the coal and oil business.

MOTOR BUS FOR PARKS

Cleveland, O., July 5—A public utility which has been long talked of was inaugurated last Sunday by the starting of an automobile bus line through Wade park and across the boulevards to Gordon park, a distance of 3 miles, covering the best part of Cleveland's park system. Heretofore this route has been open only to those who possessed some means of conveyance other than that provided by nature. The new service was provided by a steam automobile carrying twenty-six passengers. During the summer months, if the service proves profitable, it will make hourly trips over the route mentioned. The car is modeled somewhat after an omnibus and it was designed originally as a gasoline machine. This year the car was fitted with a steam boiler and engine. The boiler, which is 5 feet high, is placed in the front vestibule and is enclosed so as to almost conceal it. The burner is designed to burn coke as fuel and it is claimed that all smoke has been eliminated. The car will make about 15 miles an hour on ordinary grades.

OFF FOR ST. LOUIS

Syracuse, N. Y., July 5—The Regina, a four-cylinder motor boat, valued at \$10,000 and one of the finest boats that has ever graced the waters of the Erie canal, anchored during the past week near the canal office here, prepared for its journey to the world's fair at St. Louis by way of the great lakes and the Mississippi. The yacht is the property of Samuel L. Clayton, a prominent member of the of the yacht and automobile clubs of the city of Philadelphia. The boat is 62 feet over all, 10½ feet beam, and is propelled by a 30 horsepower motor. The engine receives the most careful attention of the skilled engineer, who accompanies the party and has made several remarkable runs at different times. The seaworthiness of the yacht was tested in a perilous run through the rapids of the St. Lawrence river a year ago and on an ocean voyage along the Atlantic coast and about the Bahama islands, where Mr. Clayton passed the winter. The furnishings of the yacht are in keeping with the rich exterior and are finished in mahogany with ample conveniences for the use of the party. Mr. Clayton is accompanied by his family, besides the crew, and will go directly to the Thousand islands, where a portion of the summer will be spent in cruising in the waters of the St. Lawrence, after which the party will start for the Louisiana exposition.

TOURING YORK STATE

A party consisting of Mr. and Mrs. Harry J. Hamlin, Judge John Metcalf, of Buffalo, and their French chauffeur, passed through Syracuse during the week en route from Buffalo to New York city in a large French touring car.

GIVEN ALL KINDS OF TESTS

The Federation of American Motorcyclists Puts a Score of Motor Bicyclists Through a Varied Line of Endurance and Ability Stunts—The Honors Are Pretty Well Divided

New York, July 2—Twenty-four of the twenty-even entrants in the 2 days' endurance run to Albany and back, which constitutes the first of the series of tests to last 8 days furnished by the Federation of American Motorcyclists, started this morning at 5:30 o'clock. The starters and their mounts were as follows: James White, Newark, N. J., (Light); J. M. O'Malley, Hartford, Conn., (Tribune); Walter Zeigler, Hartford, Conn. (Columbus); George M. Hendee, Springfield, Mass. (Indian); F. W. Tuttle, Hartford, Conn. (Columbia); N. P. Bernard, Hartford, Conn. (Columbia); E. M. Coates, New Britain, Conn. (Columbia); Edward Buffum, Boston (Yale-California); George B. Pieper, Boston (Indian); E. W. Goodwin, New York (Indian); J. J. McNevin, New York (Rambler); F. C. Hoyt, Springfield, Mass. (Indian); A. J. Banta, New York (Rambler); F. A. Baker, Brooklyn (Indian); Oscar Hedstrom, Springfield, Mass. (Indian); G. H. Curtiss, Hammondsport, N. Y. (Hercules); J. Simonson, Mincola, N. Y. (Armac); W. Harris Latham, Brookline, Mass. (Yale-California); Frank M. Dampman, New York (Marsh); H. A. Glieman, New York (Rambler), and G. A. Breeze, Newark, N. J. (Breeze).

The first checking station was at Peekskill, where three were declared out. They were A. W. Goodman, who ran over a dog; J. M. O'Malley, who met with an accident to his machine; and William Simonson, who was unaccounted for.

The condition for the 2 days' endurance contest are far more strenuous than in former years. The route is up on the east side of the river and down on the west side. The riders must conform to a schedule of 15 miles an hour maximum and 12 miles an hour minimum.

There will be checkers all along the route and for every minute or fraction thereof that a man varies from schedule he loses one point. The man adhering most closely to 15 miles an hour will get the first award, and this average must include conformance to the law in towns where a 10 mile limit is in force. All repairing must be done on the road. Every night the competing machines will be under lock and key and an official guard. The same machine must be used through the varied contest of each day, from now until Thursday night.

The scheduled time for arrival at Poughkeepsie was 10:45 o'clock. Five riders were checked there precisely on the minute. By 10:55 o'clock thirteen had been checked. By noon all but five were checked there. Of these five Frank Dampman arrived at 12:11 o'clock, having been delayed by a punctured tire, while H. A. Glieman arrived at 2:18 o'clock with a badly bent frame, due to a collision with a tree, which Glieman ran into rather than hit a horse. All who arrived there were inside the minimum schedule at Poughkeepsie except Glieman, and he lost 50 points.

The contestants are due back in New York tonight. Tomorrow the programme calls for

an economy test, to see who can go furthest on one quart of gasoline. Tuesday there will be starting and stopping, hill-climbing and slow speed contests. Wednesday the contestants will start on a second endurance run to Cambridge, Md., where the annual meet and track races will be held. A tourist division that starts on Tuesday and others who go by train will meet the contestants at Cambridge. The referee of the contests is R. G. Betts.

TO ALBANY AND BACK

New York, July 3—Fifteen of the 23 riders who left this city on Saturday morning on the 271-mile run of 2 days to Albany and back, promoted by the Federation of American Motorcyclists as the first of its annual series of tests, which this year will occupy 8 days and culminate in a tour to Cambridge, Md., survived. Twenty of these had reached Albany.

There was a speed limit of 15 miles an hour maximum and 10 miles an hour minimum. Under this order of going the schedule time for the first man to report at Weehawken was 3:49 p. m. Edward Buffum got in 11 minutes ahead of this and was penalized.

Oscar Hedstrom in shooting at a dog discharged some bird shot in his left arm, but continued and finished on schedule time.

The contestants finished in the following order and time:

| | |
|--|------|
| 1—Edward Buffum, Boston, Yale-Cal. | 3:38 |
| 2—Walter Zeigler, Hartford, Columbia | 3:43 |
| 3—George M. Hendee, Springfield, Indian | 3:48 |
| 4—George B. Pieper, Brooklyn, Indian | 3:50 |
| 5—Fred C. Hoyt, Springfield, Indian | 3:52 |
| 6—A. J. Banta, New York, Rambler | 3:52 |
| 7—Oscar Hedstrom, Springfield, Indian | 3:53 |
| 8—George N. Holden, Springfield, Indian | 3:53 |
| 9—F. A. Baker, Brooklyn, Indian | 4:03 |
| 10—James White, Newark, Light | 4:07 |
| 11—N. P. Barnard, Hartford, Columbia | 5:44 |
| 12—E. M. Coates, New Britain, Columbia | 5:44 |
| 13—W. H. Latham, Brookline, Mass., Yale-California | 5:44 |
| 14—Frank M. Dampman, N. Y., Marsh | 5:58 |
| 15—H. A. Glieman, N. Y., Rambler | 6:49 |

Figuring out the results, Referee Betts and the judges announced George Hendee, Oscar Hedstrom, George B. Holden, A. J. Banta and George B. Pieper as tied in the first ranks.

TESTING FUEL CONSUMPTION

New York, July 4—A fuel consumption test was today's program of the annual meet of the Federation of American Motorcyclists. Each contestant had a quart of gasoline in his tank and rode with it as far as he could. The results follow:

| | Miles. |
|---|--------|
| 1—E. Buffum, Boston, Yale-California | 55.3 |
| 2—G. N. Holden, Springfield, Indian | 49.4 |
| 3—W. H. Latham, Brookline, Mass., Yale-California | 44.4 |
| 4—G. M. Hendee, Springfield, Indian | 42.1 |
| 5—O. Hedstrom, Springfield, Indian | 40.0 |
| 6—James White, Newark, Light | * |



| | |
|---|-------|
| 7—Fred C. Hoyt, Springfield, Indian | * |
| 8—F. A. Baker, Brooklyn, Indian | 32.3 |
| 9—N. P. Barnard, Hartford, Columbia | 30.4 |
| 10—H. Y. Bedell, Hackensack, N. J., Indian | * |
| 11—George B. Pieper, Brooklyn, Indian | 27.8 |
| 12—J. M. O'Malley, Hartford, Tribune | 25.1 |
| 13—E. M. Coates, New Britain, Conn., Columbia | 21.9½ |
| 14—G. H. Curtiss, Hammondsport, N. Y., Hercules | 21.9 |
| 15—A. J. Banta, New York, Rambler | 18.3 |
| 16—Walter Zeigler, Hartford, Columbia | 20.5† |
| 17—H. A. Glieman, New York, Rambler | 13.1 |

*Not taken. †Cut course; penalized one position.

The tests today will consist of hill-climbing on the Fort George hill and starting, stopping and slow speed contests on Dyckman street at the foot of Fort George hill.

STARTING TESTS

New York, July 6.—The Federation of American Motorcyclists yesterday held its starting tests. Each contestant was given two trials, the time occupied in getting explosions being recorded. Fred Hoyt, Indian, was best in 21 1-5 and 22 1-5 seconds; H. A. Glieman, Rambler, scored, 24 1-5, and George Hendee, Indian, 22 1-5 and 31 1-5 seconds. The slow race of 110 yards with motors kept going, was won by Glieman, Rambler, in 49 2-5 seconds. A. J. Banta, Rambler, 48 4-5, scored, and W. H. Latham, Yale, 48 seconds. The hill-climb up the Fort George hill was won by Oscar Hedstrom, Indian, in 1:03 2-5, with J. M. O'Malley, Tribune, second, in 1:07 4-5, and H. Y. Bedell third in 1:10 2-5.

CHICAGO'S MOTOR CYCLE RACES

Chicago, July 5—The motor cycle and bicycle races held by the Century Road Club at the Garfield park track, July 4, brought out a good number of contestants. The day was exceptionally fine, though very windy, which slowed some of the lighter machines perceptibly. There was a good attendance, about 2,000 spectators, and the motor cycles in the infield ranged all the way from light converted bicycles to those of 4 horsepower. The Mitchell 3½ horsepower machine proved fastest and won both events, taking both time and place in the 15-mile handicap and first place and second time in the 5 mile handicap. St. Croix Johnstone rode the machine and had a handicap of 3:30 in the first race, in which he covered the distance in 21:05 2-5, while G. H. Lowell, on a Landcraft, with 4 minutes handicap was second. In the 5 mile event Johnstone's time was 7:43 from the minute mark while Nichols on a Rambler, scratch, was a good second in 7:16.

ENTHUSIASTS AT DAYTON

Dayton, O., July 4—The race meet held this afternoon at the fair grounds under the auspices of the Dayton Automobile Club was interesting and attended by more than 10,000 spectators, many of whom had come from distant towns in the state. There were over 100 entered for the different races, and while a large percentage failed to start, the events nevertheless kept the crowd in a state of excitement throughout the entire meet. Barney Oldfield was heartily welcomed and seems to be still the idol of the local motor enthusiasts.

The first event, a 3-mile race for stock cars, stripped, was won very handily by J. D. Platt, Jr., who was driving a Franklin car. C. C. Rooney on a Cadillac, was second. The winner's time was 5:03. Barney Oldfield appeared on the track for the second event, which was a 15-mile open race. The finish was ex-

citing, and Earl Kiser, on a Pope-Toledo, won from the Peerless, driven by Barney. The time was 7:27½.

Carl Fisher, on the Premier Comet, managed to get the large crowd yelling like mad when he started in each of his trials against time. The first time he went out for 2 miles, which he covered in 2:40, covering the first mile in 1:19%. In his second exhibition he broke the local track record for 1 mile and came within 3½ seconds of equaling the world's record for a half-mile track. His time for the mile was 1:19%, while the previous best time for a mile made on this track was 1:37%.

A 3-mile touring car race followed and was won by A. M. Dodds, on a Franklin, in 5:16%. H. M. Carr, also on a Franklin, was second, with Harry Cappel, on a Cadillac, third.

Carl Fisher, Earl Kiser, Oldfield and C. C. Rooney were the starters in the 3-mile heavy car race, which followed. Fisher won easily in 5:43%. The stop and start race of 3 miles, for touring cars, was a novelty for local race followers and was won by Fisher in 8:00%.

CINCINNATI'S FIRST RACING

Cincinnati, O., July 4—The first race meet organized by the Cincinnati Automobile Dealers' Association was held last Saturday afternoon at the Oakley driving park and was attended by 3,500 people. The principal event on the program was to be the 5-mile exhibition ride by Jed Newkirk on 999. For the local crowd, which has seen but few race meetings, Newkirk's driving was a great affair. It was said at the track that Newkirk had accomplished the most daring feat ever attempted upon a racing machine by running 999 with the brake casting broken. Newkirk's time by miles was as follows: First mile, 1:09%; second, 1:06%; third, 1:08%; fourth, 1:05%; fifth, 1:04%; five miles, 5:32%. In the 5-mile handicap for all kinds of vehicles 999 started from scratch and although Newkirk tried hard to get near the limit men he was unable to overtake all of them. H. C. Wendel on a Pope-Toledo, who had a mile handicap, won in 5:37, while Newkirk's time was 6:11. C. H. Wendel also won the 3-mile race for touring cars, while Frank Vormohr rode an exhibition mile on a motor cycle in 1:33%.

BOATS IN HARD LUCK

New York, July 2—Two well-known power boats met with serious mishaps just before the start of the American Yacht Club regatta at Milton point on the sound and were unable to compete. Smith & Mably's Vingt-et-Un ran into Frank Seaman's Water Lily, cutting through the latter's side and carrying away her own bow. The Vingt-et-Un had made a notable run last week, showing an average of 22.55 statute miles on a 30-knot course. She is an entrant for the Harmsworth cup and is to be shipped to England next Saturday should any accident happen to Smith & Mably's Challenger, a 150-horsepower boat. The latter has shown great speed and is expected in her trial before the A. C. A. committee tomorrow to beat Standard's 23.68-mile record in view of the fact that she has double the power and double the number of cylinders of the Vingt-et-Un.

W. K. Vanderbilt, Jr.'s, Hard Boiled Egg had a narrow escape from being blown on the rocks. Her owner, however, jumped overboard, threw out an anchor and saved her.

POEGE BEST ON TRACK

Mercedes Driver Wins Big Events at Frankfort Meet Following the International Cup Race

Berlin, Germany, June 25—The automobile race meeting given on the Oberforsthaus mile race track at Frankfort-on-Main, Germany, June 19, attracted nearly 16,000 spectators. A great many of the foreign tourists who came to see the Gordon Bennett race made the trip to Frankfort and seemed much more interested in the races on account of the speed at which they were run. The times were slow when compared to road speed trials yet fast on account of the poor condition of the track.

In the first race, which was for motor cycles, there were sixteen starters, the machines being from 2½ to 5 horsepower. Nicodem, on a 3¼-horsepower Puch, and Carl Muller on a 5-horsepower Brennabor, took the lead and during 2 miles gained on the rest of the bunch, but at the same time were unable to draw away from one another. During the next lap Wilhelm Glocker on a 2¾-horsepower Neckarsulmer managed to get within 20 yards of the leaders. Nicodem finally won by 1 second, covering the 3 miles in 4:49.

The next event was for cars up to 15 horsepower, weighing not more than 880 pounds and using alcohol. There were four starters, and Paul Henze, on a 13-horsepower Cudell, won easily from George Gleich, who drove a 10-horsepower Adler. The winner's time for the 5 miles was 8:10 2-5.

Only three starters lined up for the third race, which was for light cars up to 14-horsepower. Fritz Opel on an 11-horsepower Opel-Darracq won from Theodore Bohm on a 12-horsepower Benz. The winner covered the 5 miles in 8:10 4-5 and was given a great reception by the crowd.

Then came the 10-mile race for the emperor's trophy. It was for alcohol cars whose horsepower was less than 40 and whose weight was under 1,430 pounds. Willy Poege, on a 37½-horsepower Mercedes; Fritz Opel, on a 34-horsepower Opel-Darracq, Henry Opel, on a similar car, and A. Teves on a 20-horsepower Adler competed. Poege took the lead and ran a brilliant race throughout, taking the dangerous turns at high speed, while Fritz Opel took them very wide, losing yards at every one. During the third lap he ran into the sand on the outer edge and while trying to get again on the track almost ran into the crowd. The Mercedes captured the race easily, Poege covering the 10 miles in 12:29½, while Opel was second in 12:57 2-5.

Heinrich Opel, on a 20-horsepower Opel-Darracq, won the 8-mile light car race for vehicles of less than 24-horsepower and weighing less than 1,320 pounds. There were 5 starters and it was a most exciting race. Opel and Teves, the latter on a 20-horsepower Adler, keeping within a few yards of each other until the last lap, when Teves rushed ahead for an instant, but was finally passed by Opel. The winner's time was 11:05 1-5.

A 26-horsepower Opel-Darracq touring car driven by Fritz Opel won the 10-mile race for touring cars from among seven others. It was an uninteresting event until the last lap, when Percy Martin, on an English 28-horsepower Daimler, came from behind and made a fine effort to overtake the leader. He came

within 4 seconds of doing so. Opel required 15:24 to run the 10 miles.

It remained for the last event to make the big crowd show enthusiasm. This race was for the \$1,250 Louis Peter cup which Willy Poege had won last year. To become the owner of the cup the event must be won twice in succession by the same driver. Poege and four others lined up. After two bad starts the five cracks were finally sent away and immediately the Mercedes driver shot to the front, with Fritz Opel close behind him. During the second lap the latter ran off the track at one of the curves and crashed into the fence. His car was not damaged and he pulled back upon the race course, while Poege had in the meantime stopped and proposed that another start be made. He received a great ovation for this display of courtesy. The second start was made but Opel did not get away and pretended, when questioned, that Poege had started before the signal was given. A third start was given and this time it was a perfect one. Poege again took the lead and was never overaken, although Opel made a great effort during the last mile. He finished second at about 150 yards, Poege covering the 10 miles in 12:12. He thus won the cup permanently.

Owing to the large attendance which the races attracted it was decided by the Automobile Club of Frankfort to give another race meeting this season with some of the well known French and English drivers among the starters.

FIFTY-MILE BOAT RACE

Hartford, Conn., July 2—The most important feature demonstrated in the 50-mile race conducted by the Hartford Yacht Club from Hartford to Fenwick was the excellency of the handicapping. The boats were started from Hartford according to their rating and the finish brought out the class winners. C. D. Holmes' Flyer, after winning the day before in New London, could not make the starting port in season and did not start. As Daniel Morrell's new flyer has not yet received the engine, though the hull has been completed, she did not start. This left only the Buffalo, the 33-footer owned by Saunders-Smith Co. of Essex in the automobile boat class. Buffalo was scheduled to get away at 2:13:48, the first boat having gone more than 3 hours before. Weak batteries provided no spark and it was not until 6:15 that she left Hartford. As the time limit was 7 she was declared out of the running. She went over the course, however, and arrived at the finish line at 9:30, making the 50 miles in 3 hours 15 minutes, the best time of the day.

River Bird made remarkable time over the course, running in 4 hours 7 minutes. She had an engine out of an automobile designed and built by Frisbie, of Cromwell. The Hartford Motor, fitted with 14 horsepower Gray & Prior motor, was too high powered for a 22-foot boat and had to allow so much time she was beaten and she had more chance to win with her old 6 horsepower motor, her time being 4:51:35. The long distance race demonstrated that boats with large midship sections and small power evidently have the best chances to win.

A. T. Tooker's Cayote, a remarkably fast boat, ran out of gasoline when Saybrook point was reached and had to take on a supply before finishing, which cut down her time to 4:52:15. After rounding the course the Volonel went on Folly pier but was not damaged.

HARTFORD PLANTS BUSY

Electric Vehicle Co. Has Work Ahead for Six Weeks—Fine Limousines Turned Out

Hartford, Conn., July 2—"There is plenty of work in sight. We have orders to keep us going at least 6 weeks and new ones coming every day, and we shall not stop to change the model in important respects nor reduce our force. Instead we shall keep on plugging away making Columbia automobiles and making them as good and as fast as we can," said President Budlong of the Electric Vehicle Co. "Automobiles are now getting down where important changes in design and construction are not necessary and users of Columbia cars can offer no important suggestions for their being changed. It will be our hope to so continue to make cars that we will have a quantity on hand when the show takes place that we may have a large number of small and large touring cars in New York, Boston and Chicago for delivery at the show season."

The work on the Electric Vehicle Co.'s Laurel street factory was slightly delayed last week due to a number of special order limousine cars which came through. These cars are marvels of luxury and appointments and are fitted with electric lights, speaking tubes to driver and have side door entrances like a coach. The engine equipment is the same as furnished in the standard car and in test the cars made an excellent showing.

Charles Fenn, of the Fenn Sadler Machine Co., has built and is now running a two-cylinder car with engine under forward bonnet and in appearance much the same as the Autocar. Mr. Fenn had a narrow escape from running down Buster Felty, son of Dr. J. W. Felty, on Windsor avenue recently, all four wheels escaping the lad, as well as his juvenile bicycle, but the shunt pipe caused a small scalp wound, from which blood flowed.

The machine work of the Pope-Hartford factory has so far progressed that nearly a hundred men have been let out in the past two weeks. A number of these, however, were men employed in the bicycle-making department of the old Columbia factory and not all were engaged in the manufacture of automobiles, although a number of testers have been let out. The lot of Pope-Hartford cars includes some 500 vehicles and these will all be put out and probably sold immediately. Though a late comer, there are more Pope-Hartfords in the local field than almost any other make with the exception of electrics, which have always been popular in Hartford due to the length of their manufacture, 9 years, and the fact that the highways in and about Hartford are particularly fine.

CALIFORNIA CLASSIFICATIONS

At a recent meeting of the Automobile Club of Southern California the following classification for races was adopted and will rule in all races run at the Saturday afternoon meetings, which are to be held at Ascot park as well as at all other races run under the auspices of the club:

Runabouts, gasoline, class A—Cost \$800 or less; motor, one cylinder; horsepower 8, or less; equipped for two people only; carrying two people.

Touring runabouts, gasoline, class B—Cost \$900 to \$1,200 inclusive; motor, two cylinders, or less; horsepower, 12 or less; equipped for four people; carrying two people.

Light touring cars, gasoline, class C—Cost \$1,200 to \$2,000 inclusive; motor, two cylinders, or less; horsepower, 12 to 16; equipped for four people; carrying four people.

Medium touring cars, gasoline, class D—Cost \$2,000 to \$2,500 inclusive; motor, open; horsepower, open; equipped for four people; carrying four people.

Heavy touring cars, steam or gasoline, class E—Cost \$2,500 to \$4,000 inclusive; motor, open; horsepower, twenty-four or less; equipped for four people; carrying four people.

Medium touring cars, steam or gasoline, class F—Cost \$2,000 to \$3,000; motor open; horsepower open; equipped with tonneau; carrying four people.

Racing touring cars, class G—Cost, open; horsepower open; equipment as per "class B," A. M. A.

Excepting entries for class G, all cars must be regular stock automobiles catalogued or advertised with regular stock car. All cars must carry at least two lamps and standard fenders, stripping not being allowed. The total weight of persons who ride within the car during a race must not be less than 250 pounds. As accepted cost of the car, the price quoted at the factory, without top, and advertised in current automobile catalogues will be taken. Concerning power, that indicated by the manufacturer will be taken for rating.

AUTOMOBILE FIRE ENGINES

Washington, D. C., June 25—Official reports from South Africa drew attention to the increasing use of the automobile fire engine in that section of the world, and the recent adoption of these engines by the fire brigades of Cape Town and Johannesburg. In addition to such special appliances, however, the fact is widely admitted that a large market will develop in the colonies in the immediate future for every description of mechanical traction. The growth of commerce and the opening up of new industries in a measure necessitates some efficient means of heavy transport as distinct from that the railways will afford. This sequence of cause and effect is to be clearly witnessed in South Africa at present, and a large and remunerative trade will then be created for all the best descriptions of motor vehicles in which exporters and manufacturers may freely participate. The traction engine already is badly wanted. Its merits were fully proved during the late Boer war, and since then the trade had made a very long stride forward. The enterprise of South African municipalities and their up-to-date and appreciative methods will speedily clear the road of any legislative stumbling block such as formerly so hindered the ready adoption of these useful engines elsewhere, and thus offer a wide field for the employment of the manufacturer's energy and mechanical genius.

From another source it is learned that the competition in supplying motor vehicles to South Africa is at this early stage not such as to cause the English manufacturer serious concern. America and France are likely to be the keenest rivals, but the English manufacturers will start with long odds in their favor. If they are prepared to make some initial sacrifices, are willing to insure their machines the widest publicity, and faithfully strive to grasp and meet local conditions, the vast bulk of the trade will be theirs. The same might truly be said of American manufacturers, and it remains for them to "Johnny on the spot" if they would participate in the good things in South Africa.

FORTY FOR HILL CLIMB

Entry List for Mount Washington Test Includes Most American and Some Foreign Cars

New York, July 2—Up to today there have been made over forty aggregate entries to the Mount Washington hill-climbing tournament, which will take place July 11-13 and be followed by a 2-days' tour of the White Mountains. From among the owners of big cars entries have been made by H. S. Harkness, Mercedes; Nathaniel Huggins, Jr., Decauville; H. L. Bowden, Mercedes; Harlan W. Whipple, Mercedes, and others.

Among the trade entries already received are those of the White Sewing Machine Co., White steamer; Ford Motor Car Co., Ford; Stanley Motor Carriage Co., Stanley steamer; Phelps Motor Vehicle Co., Phelps; Olds Motor Works, Olds; E. R. Thomas Motor Co., Thomas; J. Stevens Arms and Tool Co., Stevens-Duryea; Winton Motor Carriage Co., Winton; Waltham Mfg. Co., Orient; Crest Mfg. Co., Crest; Haynes-Apperson Co., Haynes; Consolidated Motor Car Co., delivery wagon; G. N. Pierce Co., the Great Arrow; Packard Motor Car Co., Packard; United Motor Corporation, Cameron; and Prescott Auto Co., Prescott.

The climbers and those who are to take part in the tour will make their headquarters at the Mount Washington and Mount Pleasant hotels at Bretton Woods, N. H., where those good friends of the fraternity, Anderson & Price, of Ormond, Fla., dispense the hospitality.

The timing will be done by the Chronograph Club. There will be four telephone stations along the 8-mile course. Day smoke rockets will announce the arrival of each car at the top, when the next car will be started. The road will not be open for practice until 2 days before the climb. W. D. Woolson, president Vermont Automobile Club, has called a special run for the tour.

TOUR DETAILS NEARLY COMPLETE

Several members of the touring committee from out of town points recently visited the New York headquarters of the St. Louis tour. Mr. Glidden arrived Thursday on the Deutschland. His car, in which he has covered 16,200 miles, has been shipped to Boston. He made a formal entry at once for the St. Louis tour.

At Cleveland the headquarters of the local club are at the Hollenden hotel and the rooms of the club will be thrown open to the travelers and the local committee will be on hand to direct the drivers to whatever garage is decided upon. The Cleveland committee has in view the hiring of the Central armory, but it may be found possible to take care of the tourists in other garages. The Toledo club has rented a suite of rooms at the Boody house adjoining the rooms allotted to the association as the tour headquarters. In addition, the Toledo club will send a committee some 15 or 20 miles east from that point to meet the incoming automobilists and escort them in.

The committee has made a contract with J. Schreyer for the official program of the tour. His program will be in the form of a large booklet, which will be sold in all the cities through which the various routes pass at a

uniform rate of 10 cents. This will be the only official program and the only one from which a revenue will be derived by the association at any point with the possible exception of St. Louis, where program arrangements have not been completed.

In a talk with a MOTOR AGE representative President H. W. Whipple of the A. A. A. has suggested that arrangements be made with the mayors of the larger cities through which the tour to St. Louis runs deliver a congratulatory letter, addressed to the mayor of St. Louis, to some local automobilists on the morning of the start of the run. These letters would then be presented to the mayor of St. Louis on the morning of St. Louis day at the close of the big automobile parade, special arrangements having in the meanwhile been made for this ceremony.

A great deal of interest is being evidenced by members of the Cleveland Automobile Club of Cleveland, O., in the world's fair national tour. George S. Waite, who is in charge of affairs in that district, feels assured that at least twenty-five cars will go from Cleveland and that there will be others from the small towns in the vicinity. Local arrangements for the event have been completed. The headquarters will be at the Hollenden hotel and the official garage will be the Central armory. Members of the club will meet the participants on the several routes out of Cleveland and escort them to the local club house. Last Sunday George S. Waite, in company with a number of enthusiasts, made a run over the portion of the route between Cleveland and Toledo, and completed final arrangements for this division of the run. The party left in four White touring cars and reached Norwalk for breakfast and Fremont by noon. Fremont will be the noon stopping point and several churches at that place have arranged to spread an outdoor luncheon for the participants of the big run. At Fremont the party was met by several members of the Toledo Automobile Club. Mr. Waite has decided to make a slight change in the route between Elyria and Norwalk, and instead of going by way of Oberlin the run will take the shorter route by way of Amherst. In addition to providing a car to scatter confetti for the run, Mr. Waite has arranged to mark all turns and dangerous approaches with arrows and cards.

ROUGH BOAT RACING

The Fourth of July motor boat races held under the auspices of the Indian Harbor Yacht Club, on the sound, New York, were marred by stormy weather, which made it difficult for the boats to run fast or steadily.

A serious accident happened before the races started and as a consequence the fast Standard boat is out of racing trim. While taking a spin she ran onto Cormorant reef, off Great Captain's island, and tore off one of her propeller blades. The boat was immediately taken in tow and anchored. She will be taken out of the water immediately for repairs.

The principal race was the 15-mile event, in which the starters were the Challenger, a new eight-cylinder 150-horsepower boat belonging to Smith & Mabley; the Vingt-et-Un, and the Shooting Star, owned by H. A. Lozier, Jr. The Vingt-et-Un had not the slightest difficulty in running the heels off the other two, which did not even finish the course. The winner's time for the 15 miles was 1:06:44, considered good under the conditions.

TO FIGHT LICENSE LAW

Milwaukee Automobilists Propose To Have the State Supreme Court Pass on the Question

Milwaukee, Wis., July 2—The automobile club and the officials of this city have drawn the lines of a contest which will in all probability result in a ruling of the supreme court of the state of Wisconsin on the question of whether or not a municipality has the right to license and number automobiles. The matter has been hanging fire for over a year and in the preliminary skirmishes the club has been successful. A month ago a license and number ordinance appeared. It was practically defeated in the common council committee, to which it was referred by the determined efforts of the motorists, who appeared with counsel and openly declared that the license fee and the numbering provision would be resisted. It was generally conceded that the measure had died in infancy, but now comes Mayor Rose with a special message to the council in which he appeals to the municipal legislature for "the legislation that is imperatively necessary for the protection of the public welfare."

The MOTOR AGE correspondent is authorized by the members of the Milwaukee Automobile Club to say that if the city attempts to number or license machines an appeal to the higher courts will be taken without delay and prosecuted with the best legal talent obtainable. The decision of the supreme court of this state, it is hoped and confidently expected by local motorists, would go a long way toward finally settling the question which forms the subject matter. If favorable it would but supplement the finding of the appellate court of Cook county, Ill., which held a licensing and numbering ordinance unconstitutional on the ground that it was in effect class legislation; that an ordinance to be compatible with the constitution must make the numbering and licensing general as to all vehicles.

Whether or not the situation in Milwaukee may be taken as a criterion as to the sentiment which prevails in all large cities is not known, but it may be said as truth beyond quibble that the attempt to license automobiles in Milwaukee is the result of what may be termed class prejudice. Legislation of the character proposed can be based upon nothing else. Fast and reckless driving is complained of, but nevertheless it is a fact that not a single automobile mishap that might be chronicled as an accident has occurred in Milwaukee this season. The anti-automobilists say this is next to miraculous. The motorists insist this record is due solely to the fact that the driving as a whole is sane and conservative, that the owners of machines have learned how to handle them, and that good judgment and a wholesome regard for the rights of others have reduced the accident list to a minimum.

The official movement also includes a revision of the speed limitations of the present ordinance. Eight miles an hour straightaway and 4 miles at crossings are the present regulations. What the new figures should be has not been suggested. There is no probability, however, that the ordinance will be disturbed in this regard.

One of the pleasing features of the situation from the standpoint of the drivers is the

fact that they stand together in perfect harmony against encroachment upon what they regard to be their reasonable rights. They are willing to pay liberally for a supreme court test and are determined not to pay a dollar in license fee.

The board of park commissioners has taken a hand in the movement looking to the licensing and numbering of machines and threatens to enforce prohibitive regulations governing motoring in the public parks and on the boulevards under its control unless numbers are affixed to machines for identification. The charge is being made by the park officials that there is too much reckless driving and that prosecutions under the present ordinance have been impossible because the boulevard constabulary has been unable to identify the alleged offenders. This means that the fight for the numbering and licensing ordinance will be more vigorously prosecuted, as it brings in line another department of the municipal government. Formal action upon the subject matter will be taken by the park commission at its next meeting.

"COLONEL" MORGAN NOW

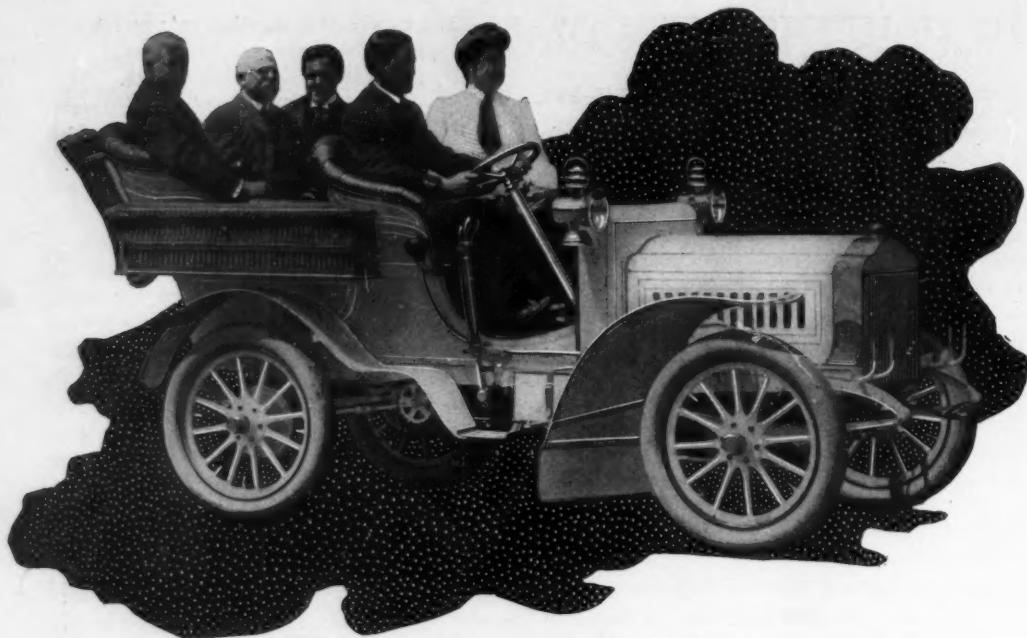
New York, July 3—It is proposed to hold an automobile show at Long Branch during the second week of August. It will be held at the horse show grounds. The Long Branch correspondent of the Herald has it that "the exhibition will be under the direction of Colonel W. J. Morgan, who successfully promoted the automobile races on the ocean beach at Ormond, Fla., last winter, in which William K. Vanderbilt captured the honors. Mr. Morgan has leased the Long Branch rink for an indoor exhibition of automobiles, which will be particularly interesting to the owners of machines. The features of the show that will interest the public will take place on the horse show grounds. There will be a series of speed contests on the track, and these will be followed by a floral automobile parade, in which prizes will be offered for the most artistically decorated machine. Colonel Morgan is now abroad and when he returns the latter part of this month he will have made arrangements for other attractive features for the show."

When directly questioned by a MOTOR AGE man this morning as to the story that he was to run a floral parade and an automobile show at Long Branch the second week in August, Senator Morgan, promoter perpetual, acknowledged its truth.

"The judging of the floral parade," said he, "for which we will give six valuable prizes, will take place in the horse show grounds at West End. That there is lively interest in automobiles along the Jersey shore this year is evidenced by the great number of them on the ocean drive, where they come close to equaling the horse-drawn vehicles in number. This suggests a fine chance to makers for sales and missionary work. To aid them in this we will run a show in the Long Branch rink concurrent with the floral parade."

GOOD PROGRAM PROMISED

New York, July 2—The public is promised something interesting for the meet at Empire track July 16 in the great Empire handicap at 5 miles, open to all types of automobiles. The handicapping will be done on the best performances of the cars and these performances are certain to be known as the handicappers will be E. T. Birdsall and A. L. Riker, special



A THOMAS FLYER DONE IN WHITE AND GOLD

representatives on the A. A. A. racing board. The race is open to cars of any weight, any horsepower and any motive power. Distance handicaps will be given and the cars will make a standing start. Other events announced for the meet include a race of 15 miles open to all machines weighing from 1,432 to 2,204 pounds; 10 miles for machines weighing from 881 to 1,432 pounds; 5 miles for machines weighing from 551 to 881 pounds.

AFTER LA ROCHE'S RECORD

New York, July 3—Charles G. Wridgway, manager of Banker Bros. Co.'s New York branch, will make another attempt next week at a non-stop record of 1,000 miles and over in a Peerless car. Wridgway recently covered 500 miles without a stop from New York to Boston and return and was prevented from further going by rain and bad roads. He will follow the same course in his next attempt, winding up with a trip to Philadelphia and back so as to score 1200 miles and beat the record of 1053½ miles La Roche and Picard made in a Darracq last week.

La Roche is on the defensive and the non-stop record made last week will be contested foot by foot, should any one else succeed in lowering it. "You may say for me," said Mr. La Roche, "that should either an American or European car secure this record from us we will at once go out after it. This trip showed conclusively that the Darracq engine will run a great many more than 1053 miles without stopping and when we go out again it will be for a record which will be unbeatable. I know that several are after it, but we are going to be there with the goods the next time."

A BUSY YEAR

The Packard Motor Car Co., of Detroit, Mich., at the completion of the first year in its new home, is happy over the accomplishments of the 12 months since it left Warren, O. Its view of the matter is expressed in the following letter to *MOTOR AGE*:

Detroit, Mich., July 2—Editor *MOTOR AGE*: Twelve months ago today ground was first broken for our new shops in this city. Just a year ago where now stands our busy factory was a piece of vacant land adjoining Grand boulevard. In 12 months' time we have erected buildings giving us a floor space of over 10,000 square feet, stocked

them with the finest machinery and tools made anywhere in the world and have already delivered close onto 200 cars all completed in these works. Considering all of the difficulties that we have been compelled to labor under in commencing to manufacture in a factory not quite complete and being obliged to perfect an entirely new organization, in many cases looking to new sources of supply and starting the manufacture of an article different in many ways from anything that we had previously built, we feel that the performance is above criticism so far as the bare accomplishment is concerned.

The fact that pleases us most, however, is that out of all the cars which have been delivered to date there is not a single one that is not giving satisfaction. This is due entirely to the untiring efforts of our Mr. Joy in the early part of the season. In outlining the policy of the company he decided to set the standard of quality a little bit higher than it had ever been placed. The first steps to procure the desired results were taken in the designing room, later in the machine shops and when the cars began to appear in the finishing room Mr. Joy himself spent a large portion of his time personally superintending the inspection of each machine. In this way the earliest shipments were so thoroughly looked after that possibility of any difficulty in them was removed and the system started right has worked smoothly ever since. While this worked for the

benefit of the purchaser in that his car reached him in the best possible condition, the extra testing given to the cars delayed their delivery until our original schedule was about 4 weeks behind.

Successful operation of these early models in the hands of their owners still further stimulated the demand which the apparent value of the car had created upon its first appearance and it was immediately seen that in order to meet half of the demands our organization would have to be increased and our facilities doubled. To this end we started a night shift in February and commenced to work the day force until 8:30 and have kept them going ever since. In this way by working 24 hours each day we have been able to so increase our output as to be at the present time delivering cars practically on the schedule laid out at the first of the year.

Consequently when everything is considered we feel that the work that we have accomplished in the 12 months just ended is greatly to our credit. The institution that we have developed in Detroit we believe stands on a par for the excellence of its organization and facilities for manufacturing with any other motor car factory in the world; likewise we believe that the product of this same institution can rank with any other automobile made for excellence of design, excellence of material and workmanship, and, what is of the greatest importance to the user, excellence of operation.—PACKARD MOTOR CAR CO., S. D. Waldon, Sales Manager.

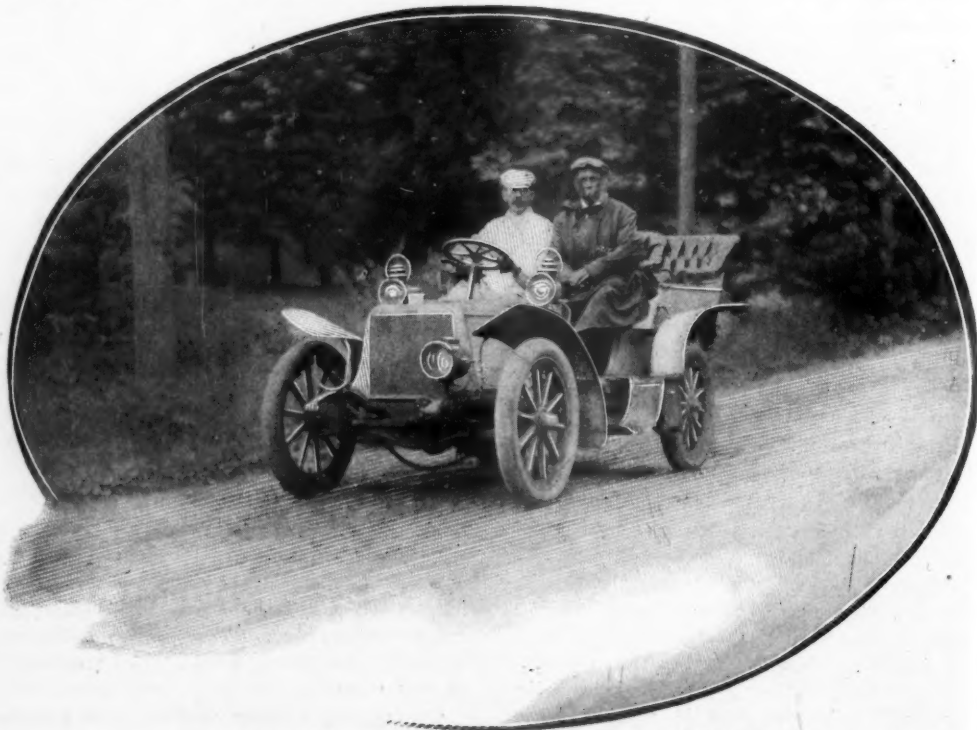
RECENT INCORPORATIONS

North Tarrytown, N. Y.—The Maxwell-Briscoe Motor Co., capital \$750,000. To do a general passenger and freight transfer business by motor vehicles. Directors Richard Irvin and Nicholas Betjeman, of New York city; Walter B. Horn, of Hollis, N. Y.; Henry E. Tobey, of Brooklyn, N. Y., and Isaac C. Kirkham, of New Brighton, N. Y.

Detroit, Mich.—Detroit Motor Car Co., capital stock \$400,000, of which \$12,000 has been paid in cash and \$65,000 in other property. Incorporators W. W. Patterson, Irma R. Sexton and Phillip Heseltine.

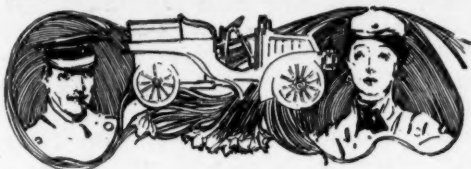
FIERCE FACTORY FIRE

The Vehicle Equipment Co.'s factory in Brooklyn, N. Y., was entirely destroyed by fire Tuesday of this week. The building covered nearly 2 acres and was owned by the Edison company, which had leased it to the Vehicle Equipment Co., manufacturer of different kinds of electric commercial vehicles. The loss is reported to amount to \$400,000.



F. A. LA ROCHE ON THE DARRACQ 1,000-MILE NON-STOP RUN

AFFAIRS OF THE CLUBS



Thirty-seven Carloads—The Automobile Club of Hudson County, N. J., gave a dinner recently which was attended by 100 motorists and invited guests. There were thirty-seven cars near the hotel in which the dinner was given.

The Light Fantastic—The first dance of the season given by the Automobile Club of Springfield, Ill., was given a few nights ago, and was pronounced a great success. There were fifteen guests of honor and all told 160 dancers were in the hall.

Canadians Organizing—The Automobile Club of Canada, is now being formed at Montreal. According to local reports there are seventy-five motorists in the Canadian town and the dealers, as well as other owners, think such an organization will be able to do much good for motoring interests.

Supper at John's—A score of motorists of the Aurora Automobile Club, of Aurora, Ill., took part in the second club run last week, the destination being Geneva. A dinner was served at John Rayment's restaurant, after which some of the excursionists returned, while others went to other localities.

Boiled Oil Punishment—The Chicago Automobile Club has admitted eighteen new members. At a recent meeting of the directors it was decided that when motorists enter the driveway to the garage, they must not drive faster than 3 miles an hour. Dreadful punishment—something Korean or Chinese—will be the reward for the lawbreakers.

Alcohol for Fuel—The first parade arranged by the Peoria Automobile Club, of Peoria, Ill., took place on the Fourth of July. During two hours over a score of big and small cars, some prettily decorated, paraded the streets of the town, while the sidewalks, public squares and other thoroughfares through which the parade went were lined with spectators, who seemed to be greatly interested.

Formed for Fifty Years—The recently-organized Automobile Club of Davenport, Ia., was incorporated last week for a period of 50 years, but can be dissolved before that time if the members wish. There is no capital stock and members are taken in on payment of the initiation fees and dues. The articles of incorporation state that the club's intention is to secure a home for its members, which will be headquarters, and that the object of the organization is to encourage, promote and improve automobilism.

A Dozen Into Canada—Twelve cars left the club rooms of the Cleveland Automobile Club, of Cleveland, O., early Saturday morning on the longest run yet participated in by the members of the club as an organization. This was the third run of the club this season, and it was laid out as a 4-days' tour to Toronto, Ontario. Leaving the club house at 8 a. m. the automobilists made their first stop at the Parmly hotel, Painesville, where they waited until the entire party had assembled. An easy jaunt into Ashtabula led to luncheon at the Stoll house. By easy stages, stopping for a short time at Girard, the party reached Erie,

Pa., in the evening, where it spent the first night. Early the next morning the band went on to Buffalo and remaining there over night, spent the next day at Niagara Falls and then went on to Toronto. No difficulty was experienced in shipping the machines into Canada, as this formality had been arranged for by the club in advance. Several members who could not get away Saturday went by boat to Buffalo and joined the party there. The majority of the party returned by boat in order to be at business Wednesday morning, but others decided to prolong the trip and return by road. The weather generally was fine, although showers were encountered at several places. Those who registered in Cleveland for the start were C. M. Brockway, George S. Waite and wife, J. R. Blakeslee and wife, H. A. Toomey, Dr. W. E. Shackleton and wife, George Collister and wife, Hobart M. Adams, Merton Phillips, Jack Pechin, John S. Grant, J. H. Webster, P. W. Webster, L. Dautel and wife, George H. Bowler and wife, George B. Dautel, W. E. Curtiss, Dr. McTaggart and wife, Archie McLaughlin and wife.

Eight Cars Out—Only eight motor cars started from Chicago last Friday morning on the Wisconsin tour of the Chicago Automobile Club. In the party were Mr. and Mrs. L. M. Williams, Mr. and Mrs. W. B. Ullmann, Henry J. Ullmann, Mrs. Stuyvesant Peabody, Mrs. T. Bean, Miss F. E. Clark, Mr. and Mrs. W. R. Smith and son, Mr. and Mrs. A. C. McCue, A. J. McDuffie, Mrs. L. B. Flower, Miss Constance Barry, Jesse Sunderland, William Brett, O. C. Olsen, Martin Olsen, Miss Elsie Macomber, Des Moines, Ia.; Miss Shallaborger, Decatur, Ill. The run to Milwaukee, Wis., was made without special incident, except that stops were made in Kenosha and Racine. Four of the cars which started from Chicago made the run from Milwaukee to Oconomowoc on the following day, while the others went to Lake Geneva.

Plan Amateur Meet—Several members of the Chicago Automobile Club are at present planning a race meeting to be held during the latter part of August or early in September. It will be a track meet and it is said that the management of both the Harlem and Hawthorne race tracks have offered their tracks for the meet. It is not the intention of those interested in the matter to hold a meet for racing machines exclusively, but rather to make the affair one devoted mainly to touring cars. Chicago has been unlucky in the matter of race meets and it is to be hoped that this venture will prove successful.

Right After Them—At a recent meeting of the Automobile Club of Rockford, Ill., it was decided by the officers of the club that members will be excluded unless they stop scorching. When it becomes known that a member has scorched he will be called before a committee and will be notified that he must comply with the city regulations, otherwise he will be expelled. After he has been found guilty of two subsequent offenses he will be notified that he is no longer a member of the club. Fines will also be imposed.

Good for Brockton—There were forty-four motor cars in line at the first automobile parade arranged by the Brockton Automobile Club of Brockton, Mass., which was held last week. The start was given at 7 in the evening and it was nearly 10 o'clock before the parade returned to headquarters. Local papers were enthusiastic about the turn-out.

MOTOR LEGISLATION



Galesburg's Laws—Eight miles an hour is the limit at which motor cars may be driven on the streets of Galesburg, Ill., according to an ordinance passed recently. Two machines cannot be run abreast without special permission, and all cars must be numbered.

Usual Rate—According to a recent addition made to the automobile ordinance of Albany, N. Y., automobiles may not be driven through the parks at a greater speed than 8 miles an hour. Local automobilists are wondering how the park policemen are to judge the speed, inasmuch as it is claimed that similar measures have proved failures almost every place they have been tried.

Taxing Automobiles—The finance committee of the city council of Paterson, N. J., and the local tax board intend to make owners of motor cars pay a special motor car tax. They figure that there are between 500 and 600 automobiles in the city and that if the average value of a car is placed at \$700 it would result in increasing the income of the city by \$8,000 if the total value of the cars is placed at \$350,000.

How About Other Vehicles?—Alderman Ehemann of Chicago has introduced a measure before the city council which provides that automobiles and all other kinds of oil-carrying cars must be provided with a drip pan under the car so that waste fuel will not spoil the pavement. The alderman claimed that damage to the extent of many thousands of dollars is done to the asphalt pavements by the leakage of oils. Should the measure pass a fine of \$50 is to be the punishment against offenders.

Three Speeds Forward—At a recent meeting of the councilmen of Kansas City, Mo., an automobile ordinance was introduced by Alderman Umbarger fixing three speeds within the city limits. Within a certain section the speed must not be more than 6 miles an hour, in another district 10 miles is permitted, while outside of that district motorists are at leisure to drive 15 miles an hour. All cars must be provided with lights in front, rear and on the sides, as well as a license number. The figures must be 4 inches high. All operators of automobiles are to be examined by a special board and licensed if found competent to run a car.

Arise Chief—The automobile speed regulations of Sterling, Ill., provide that motor cars must not be driven at a greater speed than a mile in 7 minutes and 30 seconds. This measure has caused so much complaint on the part of owners of cars that a movement is on foot to induce the city fathers to make a change and allow a speed of at least 10 miles an hour. A few days ago the chief of police in order to convince himself whether the complaints were right or wrong made a number of tests over a half mile in different cars. He went at the speed permitted by the law, also at greater speed, and it is reported that he said he would use his influence to have the speed limit increased. It some case it was with the greatest difficulty that the cars could be regulated to run so slowly.

FROM THE FOUR WINDS



GEORGE ADE GIVES WALTER GITHENS, OF CHICAGO, A RIDE IN AN OLDS

Joins the Air Coolers—It is said that John D. Rockefeller, a gasoline dealer, has purchased a Knox two-cylinder car. No watered stock for John D.

Harry Knox Married—Miss Mildred Fuller, of Chicopee Falls, Mass., and Harry A. Knox, vice-president of the Knox Automobile Co., Springfield, Mass., were married last week.

Olds To Burn—The Olds Motor Works, of Detroit, Mich., says that it is now in a position to make immediate deliveries on its light tonneau cars as well as on the curved dash runabouts.

Dean of the Go-Devils—According to the Herald, of Marshalltown, Ia., there are about twenty owners of "go-devils" in that locality. Dr. C. C. Cottle is the dean of the automobilists.

Waited Until Dark—Fifteen motor cars took part in a night parade in Kalamazoo, Mich., last Saturday. Three of the cars had come from Chicago and were driven by C. H. Tucker, E. Heath and C. A. Burton.

Carries Beer—The Consumers Brewing Co., of Harrisburg, Pa., recently purchased an automobile dray, which is capable of carrying eighteen barrels of beer. Saloonkeepers in the town and suburb are jubilant.

One-Armed Motorist—A one-armed traveling salesman of a North Dakota firm drives a Haynes-Apperson car on his business trips and covers an average of 50 miles a day. He uses the car with as good care and skill as any two-armed motorist.

A Young Apperson—The latest product of the Apperson Bros. Automobile Co., of Kokomo, Ind., is the four-cylinder, 25-horsepower model which is now being put through the factory in lots of 100. The car is somewhat different from the 40-horsepower model in frame construction, transmission and ignition. The samples carried by the Chicago branch have side-door entrance, tonneaux and cape cart hoods. One finished in white with buff upholstery and hood is an especially attractive rig.

Magnates Do Good Work—Of the nineteen entrants and eighteen starters in the Gordon Bennett cup race ten of the cars were fitted with Simms-Bosch magneto ignition systems, the first five finishers being of this magneto brigade.

Off In a White—Ray D. Lillibridge, of New York, the "publicity engineer" of the White Sewing Machine Co., spent his Fourth of July vacation starting last Friday in touring the St. Lawrence region in a White car. It is possible that he may wind up his tour with a run to New York.

Many In Brockton—According to the books of the state highway commission of Brockton, Mass., there were 172 automobiles in Brockton and neighboring towns up to April 2 of this year. Exactly ninety-nine were then in the above-named city, and this does not include quite a number of motor cars registered from other localities and which have since been purchased by Brockton residents. It is estimated that there are about 250 cars at present in the territory.

Wild Man Wilde—F. A. Wilde, Jr., is a wise man, so they say in Neenah and Oshkosh, Wis. He went to the latter town last week and took some friends out for a ride in a big touring car. Mr. Wilde is agent for several makes in Neenah. His guests were District Attorney Jackson, John C. Thompson, republican nominee for mayor at the last election; J. W. Fulton, a boating man, and Chester D. Cleveland, Jr., secretary of the Inland Lake Yachting Association. Wilde took the party around town and drove them so fast that the policemen, firemen and other citizens thought somebody had gone crazy. A meeting was held, at which some means were discussed as how to stop this reckless, law-disregarding driver. Finally he stopped, and was immediately invited by a policeman to drive with him to the city hall. There he was taken to the chief of police, but became noisy and was finally locked up. His friends argued with the police officers, and after 20 minutes of cooling the man from Neenah was again taken out

and brought into the presence of the chief of police. A fine of \$5 was imposed, which, with the costs amounted to \$8.23, and was paid by Wilde. About an hour later he was again caught driving like a demon and this time the starting crank of the car was taken away from him and was returned to a friend upon the promise that Wilde would not be allowed to drive himself.

After Hoodlums—The chief of police of Kansas City, Mo., recently decided to send policemen in plain cloth to sections of the town where automobilists have been subject to attacks by hoodlums. J. F. Moriarty, a dealer, had offered to place an automobile at the disposition of the police department for the purpose of catching the offenders. Within 2 days four drivers were hurt, one with a big stone, another with a couple of empty beer bottles, and the other two with potatoes thrown by boys and men, none of whom could be captured.

Exports Still Growing—The latest government returns show that our automobile exports are growing in value with a degree of rapidity that is little short of marvelous. During the month of May last the value of these exports was \$171,272, as against a value of \$144,271 for the same month of last year. During the 11 months ending May, 1904, the total exports were valued at \$1,713,807, as compared with \$1,038,792 for the same period of 1903 and \$817,378 for the 11 months of 1902. The government statisticians are predicting that our exports of automobiles for the fiscal year 1904 will pass the two million dollar mark. The growth of our trade in this line speaks volumes for the worth of American cars and the enterprise of our manufacturers in introducing them abroad.

Accident Causes Trouble—The east end board of trade of Pittsburg has appointed a committee to confer with the director of public safety in regard to automobile scorching in that part of the city. The action was taken at a recent meeting and resulted chiefly from the death of a little girl in the east end a few days ago who was run down by an automobile which was being driven furiously by a stranger. In spite of the precautions taken by the Automobile Club of Pittsburg and the ordinances passed by the city, several serious accidents have resulted this year on the boulevards and in every instance the offenders have been non-members. The club is acting with the department of public safety in making every effort to keep the city ordinances obeyed and it is likely that if the last offender is apprehended he will be severely dealt with.

Must Have a Muffler—Residents in the neighborhood of the Winton factory on Berea road may petition to have the big factory whistle declared a nuisance, says the Press of Cleveland, O. They term it the greatest disturber of the peace and quiet between the Cuyahoga and Maumee rivers. The trouble is said to be far worse now than formerly, for the plant is working overtime, running two shifts of workmen, and residents in the neighborhood declare that the whistle blows all hours of the day and night. Alexander Winton, president of the company, when asked about the alleged nuisance, said: "On account of our overtime work we blow the whistle at 7 o'clock at night and again at 5:30 o'clock in the morning. Next comes the signals for the day crew. The 'go to work' signal is at 6:30 a. m. There are the noon blasts and then at

4 o'clock we whistle for the 8-hour crew. At 5 we whistle for the 9-hour men. But rather than have the suggested protest against our noise receive official notice I will have the whistle toned down and will devise a signal other than the whistle for the night and overtime forces."

On What Charge?—An automobilist of Cambridge, Mass., was recently fined \$10 in the local court, being charged with putting vase-line on the license number of his car so that it became impossible to read the figures on account of accumulation of dust. The case has been appealed and local motorists await the result with much anxiousness.

Illinois Roads Bad—Mr. and Mrs. G. H. Wilson, of New York city, arrived in St. Louis last week after having traveled 1,600 miles in an automobile in 16 days. They went by way of Kingston, Binghamton, Buffalo, Cleveland, Chicago and Springfield. They reported that they had no accidents, although they found the roads between Chicago and St. Louis in bad shape.

Hurries to Chicago—M. G. Treadwell, of Chicago, who recently became a Knoxville, tried air-cooling in western Iowa and northern Illinois last week, and says he found it exceedingly satisfactory. After a zig-zag trip along the western bank of the Mississippi Mr. Treadwell, with a friend, crossed the river at Clinton and struck out for Chicago, making the trip in 10 hours 15 minutes running time. This would have been a continuous run but for the fact that, the start being made about noon, the sun set before Chicago was sighted and so an over-night stop was made at Geneva, there being no lamps on the car. This is pretty good going, for some of the roads in western Illinois are not blue ribbon holders.

Bad Accident Averted—A peculiar automobile accident is reported from Oconomowoc, Wis. George F. Westover and his grandson, aged 9 years, were getting ready for a trip. The car was standing in the driveway in front of the lake. The engine was running slowly and the son was in the car, while Westover was looking over some part of the mechanism. Suddenly the boy grabbed the clutch lever thinking the car was moving. In doing so he set the machine going, while Westover tried to reach the lever to stop the machine. In doing so he was run over, while the car went straight on towards the lake. The boy could not stop it and the machine went down on the banks of sand which stopped it suddenly. This stoppage came with such a jerk that it sent the boy into the water.

Fixed Two Farmers—Judge Whallon, of Indianapolis has held two farmers living east of the city to the grand jury on the charge of assault with intent to kill. About 3 weeks ago, when Harry and Benjamin Raphael, in company with Andrew Trieb, passed Tenth street, in Irvington, they were met by two farmers named Askren. The automobile was stopped a few feet from where they were breaking a colt to a cart. The farmers suddenly attacked the motorists and compelled them to run. In the attack Trieb's nose was broken by being hit with a big stone. According to the evidence presented the Askrens stated that the farmers of the neighborhood had decided to compel automobilists to remain in the city and not come out on the roads. There was much satisfaction expressed among local motorists over the decision.

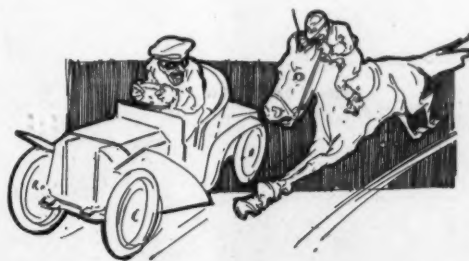
Alcohol from Peat—According to recent reports from Prussia, a company has recently been formed at Rendsburg for the purpose of distilling alcohol from peat. The company claims by its process to be able to distill alcohol cheaper from peat than it can be obtained from other substances, and will, therefore, be able to sell its product for fuel purposes. It will also be in a position to do an export business.

Blue Jeans and Calico—Automobilists of Allenhurst and Asbury Park, N. J., celebrated the glorious Fourth with a parade through both places. There were nineteen cars in line, including B. M. Shanley's Vanderbilt Mercedes. Many of them were decorated with flowers and bunting. In one the occupants were costumed as "hayseeds," the men wearing harvest hats and blue jean and the women sunbonnets and calicoes.

Hope for Success—A newspaper of Cincinnati reports that experiments would be made this week with an automobile omnibus carrying people from the end of the Linwood car line to Red Bank park. The capacity of the machine is twenty-five passengers and the charge will be 5 cents for each. Should the enterprise be found successful prominent capitalists will order 100 buses, each of which will be able to carry fifty persons.

Scribner Not Guilty—Lieutenant-Commander E. H. Scribner, U. S. N., was discharged by Judge Bolster, of Boston, Mass., from the charge of manslaughter brought against him as the result of the death of a little girl who was struck by Scribner's motor car on Decoration day. The little girl, Marion Holder, in company with her father, mother and other members of the family, was on the way to a cemetery and about to board a trolley car. The girl suddenly ran from the front of the car to the rear, where her parents had taken seats. In doing so she ran wide in the street and did not see the approaching automobile, which ran over her. At the time there were threats of lynching the officer, but it was proven that he was not to blame in any way.

Ordering Busses—The Auto Traffic Co., of Pittsburg, with offices in the Liberty National bank building, east end, has ordered ten cars for its new delivery routes. Two of these will be in the city by July 1. They are designed for the Butler plank road and will be tested and exhibited on the east end streets for a few days before the route is started. The cars will be air cooled and will seat fifteen persons each. A fare of 3 cents a mile for the run of 5 miles will be charged at first, as there is no competition, either from street cars or railroads. The cars will be closed vehicles, with standard omnibus bodies, and will be 9 feet 4 inches long, inside measurement, or 12 feet long on the roof. They will be 20 horsepower vehicles and will have solid rubber tires. The company expects to have at least three of its lines running by September, as over half of its stock is already subscribed.



Another for Detroit—The Matheson Motor Power Co., of Holyoke, Mass., is about to move to Detroit, Mich. The concern has purchased a site on the corner of the Grand boulevard and St. Aubin avenue. The new factory will have a frontage of 560 feet on the boulevard and 400 feet on the avenue, and will extend to the Detroit, Grand Haven and Michigan railroad tracks.

In Wheat Country—Morris Poznanski, of Chippewa Falls, Wis., will start on a 1,000-mile automobile trip Sunday. He will drive a Peerless car and have Dr. F. D. Cook and Alexander Gaynor as companions. The first stop will be made in Minneapolis, Minn. From there the excursionists will follow the Chicago, Milwaukee and St. Paul railroad and will pass through Sioux Falls, S. D., Fargo, Grand Forks and Aberdeen, N. D.

York Wants More Speed—The York Automobile Club of York, Pa., was organized last Thursday and the following officers were named: President, E. W. Spangler; vice-president, A. P. Broomell; secretary, J. H. Snyder; treasurer, J. W. Reichley. A committee consisting of E. K. McConkey, Clarence Geesey, Charles Motter, F. R. Alvord, and A. P. Broomell will draw up a constitution and by-laws. A special committee of fifteen members was appointed to meet the councilmen with a view of having the automobile ordinance modified. At present the ordinance stipulates a maximum speed of 7 miles an hour to be slowed down to 4 miles at crossings and through public squares. The club members suggest that 15 miles an hour be permitted.

Enterprising Journal—The Journal, of Lafayette, Ind., recently purchased an automobile for its delivery service in nearby localities and has also provided for carrying mail to these places. The action was taken because the Lake Erie and Western railroad has discontinued its 6 o'clock morning train service, and the first train leaving Lafayette is only scheduled for 10:30 in the morning. The motor car leaves the offices of the Journal at 4:15 a. m.; arrives at Montmorenci at 5, at Otterbein at 5:30, at Templeton at 6:15, at Oxford at 6:45, at Chase at 7:15, and at Boswell, which is the end of the route, at 7:30. The total distance is 28 miles. Letter mail will be received at the offices until 3 o'clock every morning and farmers along the route can also deliver their mail to the driver of the car. The service is free.

Made Small Car—John E. Winder, of Cincinnati, O., has built an automobile which it is claimed is the smallest ever made in this country. Several years ago Mr. Winder met with an accident and ever since has not had perfect use of his legs. He made a wagon, the rear wheels of which were geared to handles and by revolving them he was able to travel at a fair speed. Recently he fixed a steam engine in the wagon, which he claims can develop 3 horsepower and will make the automobile go at a speed of 12 miles an hour. There is a small gasoline tank fitted in front of the seat and supplies fuel for a burner carrying 1,800 jets, located under a small upright tubular boiler. The jets are surrounded by a hood to prevent the flame from blowing out or igniting the body of the machine when going at full speed. The motor and mechanism are located under the seat in a space 2 by 3 feet. Instead of a horn a small steam whistle is used for tooting purpose.



GOSSIP OF THE GARAGES

Metzger in Boston—W. E. Metzger, of the Cadillac Co., spent 2 or 3 days in Boston last week, looking over the field, and getting acquainted with his local trade. Mr. Metzger is delighted with the present trade conditions.

Rex Has the Ford—Rex Cole has taken the agency for the Ford line in Port Huron, Mich.

A New Garage—A new garage made out of corrugated iron is being constructed on Lynn alley, in Columbus, O., for Seeds & Evans.

Auburn in Chicago—The Chicago agency for the Auburn car, made by the Auburn Automobile Co., of Auburn, Ind., has been secured by the Peer Automobile Co., 466 North Clark street, and the first car was received last week.

Has Work to Do—Frank Nutt, who now makes his headquarters at the Brooklyn Automobile Co., in New York, will drive in the Mount Washington hill climb the same Haynes Apperson car he will pilot later in the St. Louis tour.

Still Selling Bicycles—W. H. Moses and Homer Kelley have formed a partnership in Findlay, O., and will conduct a bicycle and automobile business. They occupy the place formerly occupied by Harry Bennett in the Crates block.

Largest in Minneapolis—A \$10,000 garage will be built by G. W. Caplin at 424-428 Fifth street, Minneapolis, Minn. The building will cover 79 by 150 feet of space and have two stories. When completed it will be the largest garage in the town.

All American Machines—Local dealers in Vancouver, B. C., report good business in the motor cycle line. Among the machines are several Thomas, Orient, Indian and Mitchell makes. Comparatively few English-made motor bicycles are to be found in town.

Terre Haute Interested—The automobile trade in Terre Haute, Ind., is good, and there is a great demand for commercial vehicles. A local journal reports that several large firms intend to substitute cars for their present system of horse-drawn delivery service.

After Ramblers—E. A. Gilmore, of the Boston Rambler branch, is now visiting the home office and becoming familiar with the latest phases of the automobile world. His visit is made in order to secure additional deliveries in Boston, which has become the home of the Rambler.

Owen Is Better—Percy Owen, manager of the New York branch of the Winton Motor Carriage Co., who recently was forced to take a rest to recuperate from an attack of nervous prostration, is at the Belgrade lakes in Maine. The improvement in his health is so marked that he expects to return to work in 3 weeks.

Are They?—C. R. Culver, of the publicity department of the Knox Automobile Co., of Springfield, Mass., was in Providence, R. I., last week, stopping only long enough to get a good look at the city and to see N. S. Davis, of the Davis Automobile Co., the Providence agent for the Knox. Mr. Culver has been in Europe until recently, and while there made the acquaintance of many of the most famous

racing men of England and France. He thinks European manufacturers are about 2 years ahead of American makers in water-cooled engines, but says they have attempted little in the way of air-cooling systems.

For Everybody—If you get all of the catalogues which the Pope Mfg. Co., of Hartford, Conn., is willing to send to you in one bundle you will learn that Col. Albert A. Pope's family of manufacturers is able to sell anything from a baby bicycle for your small boy to a racing automobile.

Boat Garage—C. F. Mosely and Frank W. Sanborn, of Concord, N. H., are building an automobile and boat garage which will be known as Mosely & Sanborn's Garage. It will be located next to their repair shop, which is at 176 North Main street. There will be room for twenty-five cars.

Not That Way—It was erroneously stated in a recent issue that the Pittsburg Automobile Co. of Pittsburg, Pa., has succeeded the Keystone Automobile Co. of the same city. The latter company has bought the property formerly owned by the Pittsburg Automobile Co. and has added 40 feet more frontage to the building.

Good Selling Town—As an evidence that trade is booming in Kansas City, Kan., one local dealer publishes the names of thirty people living in the city and thirteen from out of town to whom he sold cars this season. Another of the local automobile agents recently reported that he had sold nineteen touring cars of large size and a score of smaller ones and runabouts.

Ramblers in Providence—The Rhode Island Motor Vehicle Co. has taken the agency for the Rambler in Providence, R. I., and up to the present time it has had considerable success in selling machines. Four machines have been delivered and there are orders in for four more, and many inquiries are being noted. W. W. Whitten, a well-known bicycle dealer when the two-wheeled vehicle was in its prime, is the manager.

Bostonians Going—Many of the Boston drivers will make the tour to the White Mountains commencing Saturday next. Included in the number will be Harry Fosdick, who established a record there with his Winton; A. E. Morrison and his race-winning Peerless; George Lowe, with a White; A. T. Fuller, with a Packard; J. H. MacAlman, with a Locomobile; A. P. Underhill, with a Knox, and Fred Randall, with the speedy Stevens-Duryea.



GARAGE OF ROCHESTER AUTOMOBILE CO., ROCHESTER, N. Y.

Marion's Big Garage—When the new garage, repair shop and wash rooms of the Custer Electric Mfg. Co., at 315 West Second street, Marion, Ind., will be completed it will be one of the largest repair stations and garages in the state of Indiana, occupying a space of 46 by 132 feet. Part of the buildings will be two stories high, while they will be so constructed that it will be easy to add stories. The garage will be large enough to accommodate thirty to forty cars.

Pleased with the Pierce—The Chicago Automobile Repository, at 285-287 North State street, received the three first Pierce Great Arrow cars last week, and reports that many prospective buyers have called to inspect the Buffalo-made car. "I had not seen any of these cars until the first one was received here, and must confess that they are far beyond what we expected," said Manager H. Paulman. "Anybody who is somewhat posted on automobile matters knows that the Pierce company makes a fine line of cars, but few among those who have called since Monday and have ridden in the new car were aware that it made such a beauty. The car is fitted with a four-cylinder vertical motor, which works like a clock and is rated to develop between 24 and 28 horsepower. The car sells at \$4,250 and the buyers will have no kick coming, for they will get fully their money's worth."

New Boston Places—Two new garages are now being constructed in Boston, one of five stories for the use of the White Sewing Machine Co., and the other a two-story building, which has been leased by the Reed-Underhill Co., agent for the Knox. The first named garage is located at the corner of Pleasant and Elliot streets facing Park square, at the entrance to the automobile section, and will be given over entirely to the use of White automobiles and sewing machines. The White people have long been in search of a suitable site, and finally George Lowe, the Boston manager, hit upon this one. The Reed-Underhill garage is on Columbus avenue, right in the heart of the automobile district, and will be fitted entirely for the use of this company, which has done so much towards making famous the name of Knox. Both garages will be up to date in every particular, and contain everything needful to the automobilist.

Agents Give Clam Bake—The Central Automobile Exchange of Providence, R. I., which sells the White and the Stanley, is planning one of the greatest entertainments that will be offered during the coming year to New England patrons of the automobile. It will soon issue invitations to the owners of every Stanley car in New England to a Rhode Island clam-bake of the old-fashioned kind, which will be served at Crescent park, known as the "Coney Island of the east," on July 15. The list of owners will be secured from the manufacturers, and invitations will be sent to every one to go to Providence and see and experience the spectacle of bushels on bushels of clams baked on the rocks, which have been heated, the whole covered over with sea-weed and allowed to steam; and later see hundreds of men eating in the great pavilions that are built for the purpose. Among automobile agents and dealers in Providence this scheme is regarded as one of the greatest ventures that has ever been undertaken by any person interested in the automobile trade, and its outcome is awaited with much interest.